

HISTORY OF MICRONESIA
A COLLECTION OF SOURCE
DOCUMENTS

VOLUME 27
THE PROGRESS
OF
CIVILIZATION

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VOLUME 27
THE PROGRESS
OF
CIVILIZATION,
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Document 1852H

The mutiny aboard the German brig Louise Caesar

Source: LC Mss. Division, Mariana Is., Item 51; cited in B&R 53: 387; 36 leaves.

Note: This is a report of the commission of inquiry created to investigate the wounds caused to the captain and second mate of this brig, the death of the second mate as a result of them, on the morning of 18 July, aboard the said brig.—Report dated Agaña, from 22 July 1852 to 2 January 1860.

Original text in Spanish.

Yslas Marianas—Año de 1852.

Testimonio

de la Sumaria formada en averiguacion de las heridas Causadas en el Capitan y 2º Piloto del Bergantin Mercante Aleman, Louise Caesar, muerte del Piloto de resulta de ellas la mat4ana del 18 de Julio abordo de dicho Bergantin.

Acusados

Aleises Desbordre y Carlos Guislin, Franceses.

Da principio con un parte escrito en Yngles cuyo contenido es el siguiente:

Copiado del diario del Bergantin Louise Caesar, Capitan Jonas Ygnaz Weisenhorn:

El Cocinero embarcado llamado Honoluly Alex Desbordre, Carlos Guislin marinero, franceses, y dos alemanes, y un Portugues:

Estuvimos como tres meses en la mar, y hemos tenido un viage felix sin el menor disgusto, cuando el diez y ocho de Julio por la mañana de este presente año como á las cuatro y medio estando yo dormido en mi Camarote sin la menor sospecha me desperté, y sentí que alguno trataba matarme con una bayomeeta calada del fusil metiendomelo en el costado derecho; pero afortunadamente descansó sobre una de mis costillas que inmediatamente lo cogí con las manos, y gritando horriblemente se asustó el asesino y tiró el arma, al momento me levanté, y encontré mi primer Piloto en la Camara que ya havia tiempo que se habia levantado de su Camarote, y subiendo sobre la cubierta encontré al Cocinero corriendo de popa á proa con una cara muy asustada y viendo el Segundo Piloto Herman Sanders tumbado sobre la cubierta bañdo de sangre, yo, el Piloto Caarlos Meillen [rather Müller] y un Pasajero Allen McPherson, cargamos nuestros fusiles para matar los asesinos (los dos franceses) y todos los demas Marineros estaban dormiendo en sus camarotes, abajo y llamé al Cocinero Honoluly

Alex Desbordre á que se acercase á mi ó sino que le habia de tirar al momento un tiro, cuando llegó pidiendome perdon le prendimos y le amarramos las manos, el otro frances estaba gobernando el timon, y al mismo tiempo toda la tripulacion subieron arriba, menos el Aleman que estaba enfermo, cuando le llamé al otro frances y le amarré los pies y manos sobre un palo que estaba en la cubierta y buscando mi segundo Piloto lo encontramos que le habian pegado cinco veces en la Caveza con una acha y le salieron los sesos le quitamos el pelo y cosimos las heridas atendiendole con el mayor cuidado, murió á eso de las cuatro de la tarde asegurando los dos asesinos, con cadenas sobre la cubierta y estuve obligado transportarles á la Ysla de Guajan por falta de gente para asegurarles.

Todo lo que pongo en conocimiento del Señor Gobernador de esta Ysla de Guajan, para que me dé el auxilio y proteccion para desembarcar y dejar en tierra á los dos franceses por la poca seguridad que me ofrecen abordo, y para que justificado el hecho determine Ud. de ellos lo que justicia combenga, tambien incluyo con este parte la confesion dada abordo por Carlos Guislin, que relata lo ocurrido la mañana del diez y ocho de este mes oido por los testigos que firman en ella para los efectos que combenga.

Dios guarde á Usted muchos años.

Agaña veinte y dos de Julio de mil ochocientos cincuenta y dos.

Jonas Ygnaz Weissenhorn

Es copia literalmente sacada: El ynterprete: Vicente Deza.

Sigue en Yngles la declaracion del marinero Carlos Guislin que traducido en Español dice asi:

Declaracion del Marinero Carlos Guislin, abordo del Bergantin Louise Caesar Capitan Jonas Ygnas Weissenhorn.

El Cocinero y Mayordomo frecuentaba entrar en el Camarote del Capitan cuando yo Carlos Guislin esstando un dia en el timon ví al expresado Cocinero Honoluly Alex Desbordre abrir la caja del Capitan, y me dijo por la ventana que estaba abierta, que el Capitan tiene mucho dinero en la caja, esto fué ocho dias antes de este desgraciado aseninato sucedió, el Cocinero Honoluly Alex Desbordre me preguntó (Carlos Guislin) que si quiera que el asesinase al Capitan, pilotos, Pasagero y tripulacion, menos un muchachito que trataba llevarlo para manejar el timon y le contesté que no lo haga.

La mañana del diez y ocho de Julio como á las cinco el Cocinero vino corriendo al timon donde yo estaba y dijo lo hé matado al Piloto, y ayudame ahora á matar á toda la tripulacion. Tú tomaras al pasagero y yo al Capitan, despues de esto se hechó á comer y á poco tiempo le oí gritar al Capitan en su Camarote, y viendo yo por una ventana ví el Cocinero correr fuera de la Camara[.] un poco rato despues de esto se me arrimó en el timon diciendo que el Capitan cargó los fusiles para matarme. Varios veces me há dicho á mi que lo há tratado hacer dos veces abordo de otro buque, que yo lo puedo relatar ante los Señores Jueces en cualquier punto que yo llegue.

Yo seré testigo del acto, Capitan Jonas Ygnaz Weissenhorn.

Carl Müller, primer Piloto.

A. McPherson, Pasajero.

Esto atestiga mi firma y declaracion Charles Guislin.

Es copia literalmente sacada: El Ynterprete: Vicente Deza.

Nombramiento de testigos acompañados.

*En la Ciudad de Agaña á los viente y tres dias del mes de Julio de mil ochocientos cincuenta y dos, en vista del parte que obra en Caveza del Capitan del Bergantin Mercante Aleman **Louise Caesar**, para formar la justificacion del hecho que en el refiere, nombro para mis testigos acompañados por falta de Escribano publico al Secretario de este Gobierno Don José de la Cruz, y á Leocadio Crisostomo, los que enterados de este nombramiento dijeron aceptaban y juraban guardar sigilo y fidelidad, en cuanto actuan y para que conste lo firmaron conmigo en el dia ya referido.*

Pablo Perez

José de la Cruz

Leocadio Crisostomo

Diligencia.

Hacemos constar que á las cinco de esta mañana, salieron dos soldados para conducir de abordó á esta Ciudad, á los dos franceses acusados Honoluly Alex Desbordre, y Carlos Guislin los que llegaron á las doce de esta misma mañana á quienes el Señor Fiscal mandó incomunicados en Calavozos separados, y para que obre por diligencia lo firmó con nosotros los testigos acompañados que damos fé.

Perez

José de la Cruz

Leocadio Crisostomo

Nombramiento de Ynterprete.

*Debiendo nombrar Ynterprete para recibir las Declaraciones del Capitan del Bergantin **Louise Caesar** y demas que cita en su parte nombro á Don Vicente Deza inteligente en los idiomas Español y Yngles, y enterado de este nombramiento Dijo aceptarla y jura interpretar fiel y legalmente y para que conste lo firmt2 con el Señor Fiscal y nosotros los testigos acompañados que damos fé.*

Perez

Vicente Deza

José de la Cruz

Leocadio Crisostomo

Declaracion del Capitan Don Jonas Ygnaz Weissenhorn.

En dicho dia mes y año compareció Don Jonas Ygnaz Weissenhorn, á quien por medio del Ynterprete se le recibió juramento con la Biblia en la mano, por profesar la religion protestante, y ofreció decir verdad en cuanto le fuere preguntado, y habiendo

*sido por su nombre Patria y oficio: Dijó, llamarse como quedo espresado natural de Bremen en Alemania, y Capitan del Bergantin Mercante **Louise Caesar**.*

Preguntado por medio del Ynterprete, si el parte que se le presenta, y que ha dirigido á este Gobierno, de lo ocurrido abordo de su buque en la mañana del diez y ocho de este mes, es suyo y hecho por su espontanea voluntad, si tiene que añadir ó quitar ó si se afirma y ratifica en todo su contenido, y si es suya la firna con que lo suscrive: Dijó, que el parte que se le manifiesta es hecho de su propia letra y firma, que nada tiene que añadir ni quitar y que en todo se afirma y ratifica.

Preguntado por el Ynterprete, si conoció al que le acometió é hirió estando dormiendo en su camarote la mañana del diez y ocho, diga su nombre: Dijó, que no le conoció; pero sospechava que fué Carlos Guislin (frances) que dejó el timon en donde estaba, y que al sentirse herido y agarrada la bayoneta del asesino al soltar este el arma le vió salir por la ventana del camarote que está muy inmediata al timon, y el primer Piloto, al entrar en su dicho camarote le vió poner la Chaqueta, que el buque estaba sin Gobierno, y las velas sin viento como lo advertieron cuando salieron á la Camara el que declara y su primer Piloto, en donde se juntó el pasagero Allen McPherson, y los tres vieron al Cocinero, corriendo sobre cubierta, de proa á popa.

Preguntado por el Ynterprete, si sabe quien hirió al segundo Piloto, y que distancia habrá desde [donde] este cayó tendido, y herido al que ocupaba Carlos Guislin en el timon, y si pudo ver ese cuando fué herido aquel y si dió algun aviso: Dijó, que sospecha que el que hirió al segundo Piloto fué el Cocinero Honoluly Alex Desbordre, por ser el unico que estaba solo en la cubierta, y que el timonel no pudo verlo; porque hay un Camarote entre el sitio del timonel al sitio donde estaba caido el Piloto.

Preguntado por el Ynterprete, quienes mas de la tripulacion pudo ver herir al Piloto ó tener conocimiento de ello porque algunos mas estaban de guardia con el: Dijó, que la guardia se componia del Piloto y los dos franceses, y que los tres restantes de su tripulacion estaban dormiendo abajo, y subieron cuando ya estaba amarrado el Cocinero y sí estaba haciendo lo mismo con el timonel, que es cuanto tiene que decir que todo ello es la verdad bajo el juramento que tiene prestado en lo que se afirmó y ratificó leida que le fué por el Ynterprete esta su declaracion, y siendo de edad competente, lo firmó con el Señor Juez ante nosotros los testigos acompañados que damos fé.

Perez

Jonas Ygnaz Weissenhorn

Vicente Deza

José de la Cruz

Leocadio Crisostomo

Declaracion del primer Piloto D. Carlos Meillen [sic].

Yncontinenti compareció Don Carlos Meillen, á quien por medio del Ynterprete se le recibió juramento con la Biblia en la mano, por profesar la religion protestante, y ofreció decir verdad en cuanto le fuere preguntado, y habiendolo sido por su nombre

Patria y oficio: Dijo, llamarse como queda espresado natural de Bremen en Alemania, y primer Piloto del Bergantin Mercante Louise Caesar.

Preguntado por el Ynterprete, diga cuanto vió, y sepa de lo ocurrido abordo de su buque la mañana del diez y ocho de este mes: Dijo, que al despertar y salir de su Camarote, vió al Cocinero Honoluly Alex Desbordre junto al segundo Piloto Herman Sanders que estaba para caer, y cayó dicho Piloto, el declarante gritó, y el Cocinero corrió á proa. Que el que declara llamó para despertar al pasajero Allen McPherson, pero que en aquel momento gritó el Capitan, y fué á acudirle á su camarote y llegó cuando se estaba levantando de su cama, y ya le halló herido.

Preguntado por el Ynterprete, si sabe ó vió quien hirió al Capitan: Dijo, que cree fué Carlos Guislin, porque al cual camarote del Capitan vió, que el timonel que era Carlos no estaba en su sitio, y el timon abandonado. Por esto cree que fué el dicho Carlos, y que salió por la ventana del camarote del Capitan que está muy inmediato al timon, y que al entrar en el camarote del Capitan vió por la misma ventana que Carlos estaba ya en el timon y se vestia la Chaqueta. Que cuando salió del camarote junto con el Capitan ya estaba en la Camara el Pasajero Allen McPherson, que cargaron los fusiles y al salir de ella, vieron correr al Cocinero de proa á popa. Que el Capitan le llamó amenazandole pegarle un tiro si no se aproximaba, y que se aproximó sin ninguna arma y le amarraron las manos, y en seguida se hizo lo mismo con el timonel Carlos amarrandole tambien los pies.

Preguntado por el Ynterprete, si vió herido al Piloto, y en que parte del cuerpo tenia las heridas: Dijo, que tenia cinco heridas en la Caveza, hechas al parecer con una acha, porque el Cocinero tenia una para el servicio de la Cocina, que en el dia antes habia pedido al que declara que se la afilara, la cual acha no ha parecido abordo hasta ahora, y es prueba de que con ella le hirió y lo tiraria al agua.

Preguntado por el Ynterprete, si alguno de la tripulacion pudo ver herir al Piloto ó sabe algo de ello, porque alguno mas estaron de guardia: Dijo, que sin ponerlo asegurar cree no tuvo parte ninguna, ni conocimiento mas que los dos franceses unicos que estaban de guardia con el Piloto, porque un Aleman que alterna con ellos en la guardia estaba enfermo hacia ya dos ó tres dias, y los tres restantes estaban dormiendo en el entre puente, y cuando subieron ya estaba amarrado el Cocinero, y estaban amarrando al timonel.

Preguntado por el Ynterprete, si estuvo presente cuando Carlos Guislin dió abordo la confesion que se le manifiesta, y que el declarante es uno de los que firman en ella: Dijo, que estuvo presente y es cierto cuanto contiene, y suya una de las firmas en señal de haberlo presenciado.

Preguntado por el Ynterprete si tiene algo mas que decir sobre la ocurrencia á que se refiere esta declaracion: Dijo, que no tiene mas que decir y que en un todo se refiere al parte que ha dado su Capitan del que está enterado, y en todo se afirmó y ratificó leida que le fué por el Ynterprete esta su declaracion y siendo de edad competente y lo firmó con el Señor Juez, ante nosotros los testigos acompañados que damos fé

Perez

Carl Meiler Háte [sic]

Vicente Deza

José de la Cruz

Leocadio Crisostomo

Diligencia sobre el reconocimiento del Capitan por el Cirujano.

*Habiendo concluido de dar su declaracion el Capitan del Bergantin Mercante Aleman **Louise Caesar**, D. Jonas Ygnaz Weissenhorn, se procedió al reconocimiento de su herida por el Cirujano Yrlandes Pablo Guillermo George, el que halló una en el costado derecho sobre la ultima costilla, la que puede asegurar fué hecha con la punta de una bayoneta, por su figura triangular, y dice, no ofrece ningun cuidado; porque está en estado de secatrisacion [sic], con el auxilio de las medecinas aplicadas á ella, desde que se hizo; y para que conste por diligencia lo firmó ante el Señor Juez y nosotros los testigos acompañados que damos fé.*

Perez

Pablo Guillermo George

José de la Cruz

Leocadio Crisostomo

Declaracion del Pasajero Don Alan McPherson.

*Enseguida compareció Don Alan McPherson, á quien por medio del Ynterprete sele recibió juramento con la Biblia en la mano por profesar la religion protestante, y ofreció decir verdad en cuanto le fuere preguntado, y habiendo ido por su nombre Patria y oficio: Dijó, llamarse como queda espresado natural de Escocia y de oficio labrador, y pasajero en el Bergantin Mercante Aleman **Louise Caesar** para la Ciudad de Batavia.*

Preguntado por el Ynterprete, diga lo que ocurrió la mañana del diez y ocho de este mes abordo del Bergantin en que está embarcado de pasajero: Dijó, que despues de las cuatro de dicha mañana oyó desde su Camarote donde estaba acostado, el ruido de un vidrio que cayó y se rumpió, el cual despues vió que era el de un cuadrante, que de allí á pocos momentos oyó, que le llamó el primer Piloto, y enseguida oyó gritar el Capitan por lo que se levantó para saber la novedad que habia, y halló al Capitan, y al primer Piloto, que salian del camarote del primero en el que habia sido herido, que los tres cargaron los fusiles y salieron sobre cubierta en donde hallaron al Cocinero Honolyly Alex Desbordre, que corria como azorado de proa á popa, que el Capitan le amenazó pegarle un tiro sino se aproximaba lo que obedeció, y le amarraron las manos, enseguida se hizo lo mismo con el timonel Carlos Guislin. Que el segundo Piuto Herman Sanders estaba tendido y herido sobre cubierta.

Preguntado por el Ynterprete, si vió ó sabe quien hirió al referido segundo Piloto, si le vió las heridas en que parte del cuerpo las tenia, y cuual há sido el resultado de ellas: Dijó, que no le queda duda, de que el que hirió al segundo Piloto, fué el referido Cocinero Desbordre, por ser el unico que estaba sobre cubierta, que vió las heridas, que eran cinco, todas en la Caveza, de cuyas resultas murió por la tarde del mismo día. Que

tampoco le queda duda de que el Capitan fué herido en el costado derecho por Carlos Guislin que estaba gobernando el timon, y aunque el declarante entiende poco de navegar advirtió que las velas del buque estaban sin viento, y flameando por falta de gobierno en el timon.

Preguntado por el Ynterprete, si vió, ó sabe que algunos de la tripulacion hayan tenido parte ó conocimiento de lo ocurrido: Dijó, que crée que solo los dos franceses referidos, son los ejecutores sin conocimiento de los demas, que estaban dormiendo en el entrepuente y subieron cuando se estaba amarrando al timonel despues de haber hecho lo mismo con el Cocinero.

Preguntado por el Ynterprete, si se halló presente cuando Carlos Guislin dió abor-do su confesion, si es la misma que se le presenta para que la reconocera asi como si es suya una de las firmas que hay en ella: Dijó, que Carlos estaba al lado del que declara cuando confesó lo que contiene el papel que se le manifiesta, y que conoce por suya la firma que en ella espresa su nombre que es cuanto tiene que declarar que todo ello esss la verdad bajo el juramento que tiene prestado en lo que se afirmó y ratificó leida por el Ynterprete esta su declaracion, y siendo de edad compattente, y lo firmó con el Señor Juez ante nosotros los testigos acompañados que damos fé

Perez

A. McPherson

Vicente Deza

José de la Cruz

Leocadio Crisostomo

Nombramiento de Ynterprete.

En Agaña a los veinte y dos dias de dicho mes y año, debiendo recibir declaracion á los dos franceses acusados, Honoluly Alex Desbordre, y á Carlos Guislin nombro para Ynterprete de su idioma y Español á Don Juan Anderson, y enterado de este nombramiento acepta jura y promete guardar sigilo, y traducir fiel y legalmente, y para que conste lo firmó con dicho Señor y nosotros los testigos acompañados que damos fé

Perez

Juan Anderson

José de la Cruz

Leocadioos Crosostomo

Declaracion del acusado Carlos Guislin.

*Acto continuo compareció Carlos Guislin quien por medio del Ynterprete se le recibió el juramento por Dios nuestro Señor y la señal de la Cruz por el cual ofreció decir verdad en cuanto fuere preguntado, y habiendolo sido por su nombre Patria estado y oficio: Dijó, llamarse como queda dicho natural de Paris Capital de la republica francesa de estado soltero y de oficio Cocinero, y marinero del Bergantin Mercante **Louise Caesar.***

Preguntado por el Ynterprete, diga cuanto hizo, y vió hacer abordo del Bergantin en que viene de Marinero en la mañana del diez y ocho de este mes, en la que fué herido el Capitan del Bergantin y el segundo Piloto muriendo este de resulta de las heridas, y que habiendo estado el que declara en el timon debió ver, quienes fueron los ejecutores en las heridas: Dijo, que en la mañana en que se le pregunta entre cuatro y cinco de ella oyó ruido en la Camara, como de cargar armas, y que por una ventanita que está junto al timon que governaba el que declara, vió que el Capitan persiguia sobre cubierta á un hombre que el declarante conoció era el Cocinero Honoluly Alex Desbordre, á quien el Capitan amenazandole pegarle un tiro le obligó á aproximarse, y fué amarrado por el primer Piloto el pasajero y el espresado Capitan. Que acto continuo el declarante fué relevado del timon, y por los mismos Capitan, primer Piloto y el pasajero amarraron el que declara lo mismo que el Cocinero mostrandoles el Capitan el segundo Piloto que estaba herido tendido sobre cubierta, y preguntó al declarante quien há herido á este Piloto, y el que declara contestó que no lo sabia, y hecho la misma pregunta al Cocinero y tuvo la misma respuesta de que no sabia. Que el Capitan preguntó al Piloto herido si era Carlos el que le pegó ó era el Cocinero y el herido contestó que fué el Cocinero[.] que el espresado segundo Piloto herido murió despues de medio dia. Que al declarante le pegó el Capitan acusandole haber entrando en su camarote, y haberle herido con una bayoneta, contestandole el que declara que el no há sido ni hé salido del timon.

Preguntado por el Ynterprete, si algun tiempo su paisano el Cocinero Desbordre, le brindó para atentar contra la vida del Capitan ó de alguno de los que estaban abordo, y si le comunicó algun proyecto, como de robar de lo que habia abordo, ó irse con el buque á algun punto determinado: Dijo, que ocho ó diez dias antes de la ocurrencia referida, le dijo el Cocinero estando el que declara en el timon por una ventanita proxima á esta y que dá al Camarote del Capitan señalandole una caja, dijo, aqui hay mucho dinero, vamos á matar al Capitan y á todos los que están abordo menos al muchacho Carl, cuya proposicion fué despreciada por el declarante como lo havia sido en otras ocasiones que fué brindado para lo mismo, y por lo tanto no entró en convencion ni le preguntó el proyecto que tenia.

Preguntado por el Ynterprete, diga la verdad bajo el juraamento que ha prestado, que el declarante fué el que hirió con la bayoneta al Capitan en su camarote y salió por la ventana que está junto al timon: Dijo, que no fué él, el que hirió al Capitan ni entró en la Camara, ni Camarote, ni se separó del timon hasta que fué llamado para ser amarrado.

Preguntado por el Ynterprete que en medio de la ocurrencia cuando despertó el primer Piloto, y cuando al grito del Capitan cuando fué herido, advirtió que el timon el que era el declarante no estaba en su sitio, que el buque no tenia gobierno y que las velas flameaban por estar el timon abandonado, y que al entrar el dicho primer Piloto en el Camarote del Capitan vió que el declarante ya estaba en el timon y se ponía la Chaqueta: Dijo, que afirma y jura no haberse separado del timon.

Preguntado por el Ynterprete, que diga si sabe ó vió quien hirió al segundo Piloto: Dijó, que no sabe ni vió quien hirió al segundo Piloto, pero supone seria el Cocinero porque la guardia solo se componia del Piloto herido, del timonel que era el declarante y el Cocinero que estaba a proa, aunque alternava otro con ellos en la guardia, aquel día estaba enfermo y no entró.

Preguntado por el Ynterprete, si dió abordo alguna declaracion exigida por el Capitan, y si es la misma que se le manifiesta, y si conoce por la suya la firma que hay en ella con su nombre: y si es cierto todo el contenido de dicha declaracion: Dijó, que la declaracion que dió abordo y se le manifiesta és dicho por él, menos en que el Cocinero se hubiese aproximado al timon á decirle que havia matado al Piloto, en lo demas en todo se afirma y que fué hecha por su mano la firma que está en ella.

Preguntado por el Ynterprete, si tiene alguna cosa mas que exponer sobre las preguntas que se le ha hecho: Dijó, que no tiene mas que decir ni quitar, que todo ello es la verdad bajo el juramento que tiene hecho en lo que se afirmó leida por el Ynterprete que le fué esta su declaracion, siendo de edad de diez y siete años, y lo firmó ante dicho Señor y nosotros los testigos acompañados que damos fé.

Perez

Charles Guislin

Juan Anderson

José de la Cruz

Leocadio Crisostomo

Declaracion del acusado Alexis Desbordre [sic].

A los veinte y siete días de dicho mes y año compareció Alexis Desbordre á quien el Señor Juez ante nosotros los testigos acompañados por medio del Ynterprete se le recibió juramento por Dios Nuestro Señor y una señal de Cruz por el cual ofreció decir verdad en lo que le fuere interrogado.

*Preguntado por el Ynterprete, por su nombre, Patria, edad, estado, y oficio: Dijó, llamarse como queda espresado natural de Yrdobon Departamento de Charan [sic] en la republica francesa de treinta y un años de edad, soltero, y de oficio Cocinero y Mayordomo del Bergantin Mercante **Louise Caesar**.*

Preguntado por el Ynterprete, diga lo que hizo la mañana del diez y ocho abordo del Bergantin en lo que estaba de Cocinero y Mayordomo: Dijó, que se levantó á las cuatro de la mañana para preparar el almuerzo de la gente, y que para hacer el fuego tubo que entrar en la Camara para sacar fosforos en donde halló al segundo Piloto encendiendo un sigaro en la lampara que estaba ardiendo en la camara. Que el que declara fué á la Cocina y preparó lo nesasario, que el Piloto le siguió paaseandose y le pidió frijoles para ponerlos en remojo para el día siguiente, y el Piloto le contestó, luego, luego, que el que declara bajó á la bodega para sacar agua con un balde, y antes de concluir de bajar á la bodega oyó ruidos de armas como que las estaban cargando, y enseguida voces del Capitan en que llamaba al declarante: ven aca, Cocinero, que entonces soltó el balde con que iba á sacar el agua, y se aproximó al Capitan, pero al verle arma-

do de una pistola con que le apuntaba, y en la otra mano un fusil con bayoneta tubo miedo y retrocedió corriendo para parar por el lado de estribor, y cruzando la Cocina paró a babor siguiendo hasta frente del palo mayor, desde allí gritó á su paisano Carlos Guislin que estaba en el timon y le dijo, Carlos estan cargando las armas y me quieren matar, que el Capitan y el primer Piloto, y el pasajero habian entrado en la Camara, y en aquel momento advirtió que el segundo Piloto estaba tendido sobre cubierta y herido porque vió que corria sangre, que Carlos desde el timon le contestó á su llamada y le dijo, corre pronto á proa y vete abajo[.] el declarante obedeció y despertó á los tres que estaban dormiendo abajo y el declarante volvió á subir junto con el muchacho Carlos de nacion Aleman. Que enseguida que subió se hecharon sobre él el Capitan el primer Piloto, y el pasajero agarrandole golpeandole y le amarraron de pies y manos, y enseguida hicieron lo mismo con Carlos Guislin, acusando el Capitan al declarante de haber sido ejecutor de las heridas del segundo Piloto, y el declarante se escusaba de no haber sido él.

Preguntado por el Ynterprete, diga la verdad bajo el juramento que tiene prestado de que él fué el que hirió al segundo Piloto pues no habiendo sobre combés ninguna otra persona como deja dicho el declarante, y no otro fué el ejecutor de las heridas: Dijó, que no ha sido él, el que hirió al segundo Piloto, ni sabe quien le hirió.

Preguntado por el Ynterprete, si vió á Carlos Guislin dejar el timon y separarse de aquel sitio ya fuese para entrar en la Camara en algun camarote ó sobre combes: Dijó, que no vió que Carlos Guislin dejara el timon ni se apartaba de su sitio.

Preguntado por el Ynterprete, diga por las proposiciones que há hecho á su paisano Carlos Guislin de matar á toda la tripulacion del Bergantin menos al muchacho Carlos, y que en una ocasion estando Guislin en el timon le dijo por la ventana del camarote del Capitan señalandole un cajón, aqui hay mucho dinero: Dijó, que jamas ha tenido conversacion con Guislin, de matar á ninguno de la tripulacion. Que un dia estando el declarante limpiando el Camarote del Capitan, dijo á Guislin que estaba en el timon, aqui hay mucho vino y Guislin le pidió un poquito y se le negó.

Preguntado por el Ynterprete si sabe quien hirió al Capitan estando en su Camarote la misma mañana en que hirió al segundo Piloto: Dijó, que ignora quien hirió al Capitan, que despues de haber sido amarrado el declarante, el Capitan le enseñó la herida que tenia y aquella fué la primera noticia de que el Capitan estuviese herido.

Preguntado por el Ynterprete, si oyó á alguno le dijo de los de la tripulacion del Bergantin, si tenia el proyecto de asesinar alguno diga todo cuanto sepa: Dijó, que jamas há oido decir ni hablar de semejante cosa.

Preguntado por el Ynterprete, si tenia una acha para la Cocina ó el servicio de ella, como no la presentó cuando el Capitan se le pidió despues de la ocurrencia referida: Dijó, que es cierto tenia una acha para el servicio de la Cocina pero que aquella mañana y antes de haber sido herido el Piloto buscó la acha para partir leña y no pudo hallarlo, ni sabe quien sacó de la Cocina y esa contestacion dió al capitan aquella misma mañana despues de ser amarrado y que el Capitan se le pidio: que es cuanto tiene que decir, que todo ello es la verdad bajo el juramento que tiene prestado en lo que se afirmó y

ratificó leida por el Ynterprete esta su declaracion, la que firmó ante dicho Señor y nosotros los testigos acompañados que damos fé

Perez

Desbordre

Juan Anderson

José de la Cruz

Leocadio Crisostomo

Es copia de un original que existe en el archivo de la Secretaria de su cargo á que me refiero, y se remite en primera oportunidad á la Comandancia general de la Marina de las Yslas Filipinas y para que conste doy el presente testimonio por disposicion verbal del Señor Gobernador.

Agaña á veinte y ocho de Julio de mil ochocientos cincuenta y dos.

Leocadio Crisostomo Ygnacio Aguon

José de la Cruz, Secretario de Gobierno y Guerra.

Translation.

Mariana Islands—Year of 1852.

Testimony

of the Summary Investigation into the wounds given to the Captain and Second Mate of the German merchant Brig Louise Caesar, the death of the Mate as a result of them on the morning of July 18th aboard said Brig.

The Accused:

Alexis Desbordes and Charles Guislin, Frenchmen.

It begins with a report written in English, whose content is as follows:

Copied from the logbook of the Brig Louise Caesar, Captain Jonas Ygnaz Weissenhorn:

Shipped at Honolulu, Alex Desbordes, cook, and Charles Guislin, seaman, both French, and two Germans and one Portuguese.

We had been at sea for about three months and we had a good voyage without the least incident until the 18th of July of this year, when, at about 4:30 a.m., as I was sleeping in my berth, without suspecting anything, I woke up and felt that someone was trying to kill me with a bayonet fixed to the rifle, by piercing me in the right side; however, fortunately, it hit one of my rib bones and I immediately grabbed it with my hands, and yelled very loud. The assassin was surprised, and he withdrew the weapon. I jumped up and went to look for my 1st Mate in the Cabin. He had gotten off his berth some time before. Then I went up on deck, and found the Cook running from the poop to the bow with a very surprised look on his face and I saw the 2d Mate, Herman Sanders, lying on deck and bleeding. I, the Mate, Charles Müller, and a Passenger, Alan McPherson, loaded our rifles to kill the assassins (the two Frenchmen), while all the other

seamen were sleeping in their bunks below deck. I called the Cook, Honoluly Alex Desbordes, to come near me, or else, I was to shoot him at once. He came near me, begging me for forgiveness and we tied his hands. The other Frenchman was in charge of the helm when the whole crew came on deck, except for the German who was sick. I called the other Frenchman and tied his feet and hands to a mast that was on deck and went to look for the 2d Mate. We found that they had hit him five times on the head with an axe and his brains were showing. We cut his hair and sewed up his wounds very carefully, but he died at about 4 p.m. The two assassins were tied with chains to the deck and I was obliged to bring them to the Island of Guam for lack of personnel to watch over them.

This I bring to the attention of the Governor of the Island of Guam so that he may give me assistance and protection to take the two Frenchmen ashore, on account of the danger I run if they stay on board, and, so that, after the facts have been ascertained, he may apply the appropriate justice. I also enclose with this report the confession given on board by Charles Guislin, who narrates what happened on the morning of the 18th of this month, and that was heard by the witnesses whose signatures appear in it, concerning this matter.

May God keep You for many years.

Agaña, 22 July 1852.

Jonas Ignaz Weissenhorn

This is a literal translation: Vicente Deza, the Interpreter.

There follows, in English, the declaration of Charles Guislin, seaman, which translated into Spanish, says the following:

Declaration of Charles Guislin, Seaman aboard the Brig Louise Caesar, Captain Jonas Ignaz Weissenhorn.

The Cook and Steward used to go into the Captain's Cabin. One day, when I, Charles Guislin, was at the helm, I saw the said Cook, Honoluly Alex Desbordes, open the Captain's chest, and he told me through the open window that the Captain had much money in the chest. This happened eight days before this unfortunate assassination. The Cook, Honoluly Alex Desbordes, asked me (Charles Guislin) if I wished to have him kill the Captain, Mates, Passenger and crew, except for a small boy whom he meant to keep to help with the helm, and I told him not to do that.

On the morning of the 18th of July, at about 5 o'clock, the Cook came running to the helm where I was and said: "I have killed the Mate. Now, help me kill the whole crew. You take the passenger and I will take the Captain." After that he went to eat. A short time later, I heard the Captain yelling in his Cabin, and, upon looking through a window, I saw the Cook running out of the Cabin. A little after that, he came to me at the helm, saying that the Captain had loaded the rifles to kill me. Many times he had told me that he had tried to do that twice aboard another ship, and I can repeat it before any Judges at any place I may come to.

I will act as witness of the fact, Captain Jonas Ignaz Weissenhorn.

Carl Müller, first Mate.

A. McPherson, Passenger.

This is my signature and declaration: Charles Guislin.

It is a literal translation: Vicente Deza, Interpreter.

Appointment of corroborating witnesses.

In this city of Agaña, on the 23rd day of the month of July 1852, in view of the above report by the Captain of the German Merchant brig **Louise Caesar**, in order to carry out a summary investigation of the occurrence in question, I appoint, as my corroborating witnesses, for lack of a notary public, the Secretary of this Government, Mr. José de la Cruz, and Leocadio Crisostomo. When they were made aware of said appointment, they said that they accepted it and they swore to keep the proceedings confidential, and for the record they affixed their signatures next to mine on the above-mentioned date.

Pablo Perez

José de la Cruz

Leocadio Crisostomo

Proceeding.

We record that, at five o'clock this morning, two soldiers went out t[to the port] o bring to this City the two accused, the Frenchmen Honoluly Alex Desbordes, and Charles Guislin, that they arrived at noon of this same day, that the Judge ordered them to be held separately, in solitary confinement, and for the record, he signed this, along with ourselves the corroborating witnesses, for which we vouch.

Perez

José de la Cruz

Leocadio Crisostomo

Appointment of an Interpreter.

Given that an interpreter is required to receive the Declarations of the Captain of the Brig **Louise Caesar** and other persons mentioned in his report, I appoint Mr. Vicente Dessza, bilingual in Spanish and English, and, upon being advised of same, he said that he accepted and swore to interpret faithfully and legally, and for the record, he affixed his signature, along with the Judge and we his corroborating witnesses, for which we vouch.

Perez

Vicente Deza

José de la Cruz

Leocadio Crisostomo

Declaration of Captain Jonas Ignaz Weissenhorn.

On said date there appeared Mr. Jonas Ignaz Weissenhorn, who was sworn in, through the Interpreter, with his hand on the Bible, on account of his being a Protestant; and he offered to say the truth in everything he would be asked, and upon being asked for his name, nationality, and occupation, he Said: that his name was as above-stated, that he was from Bremen in Germany, and Captain of the merchant **Brig Louise Caesar**.

When asked, through the Interpreter, if the report that he was shown, and that he had addressed to this Government, regarding what happened aboard his ship in the morning of the 18th of this month, is his own and written of his own free will, if he has anything to add or remove from it, if he affirms and ratifies it in everything it contains, and if the signature at the bottom of it is his own, he Said: that the report that was shown him is written and signed by his own hand, that he has nothing to add or subtract and that he affirms and ratifies it in its entirety.

When asked, through the Interpreter, if he knew the person who attacked and wounded him while he was sleeping in his cabin in the morning of the 18th, and if so, should tell his name, he Said: that he did not see him, but he suspected that it was Charles Guislin (Frenchman) who had left the helm where he was, and that, upon feeling himself wounded, he grabbed the bayonet away from the assassin when the latter let go the weapon and he saw him go out through the window of the cabin that is very close to the helm, and the 1st Mate, upon coming into said cabin saw him put on his jacket, that the ship was without anyone at the helm, and the sails fluttering, and this was confirmed by the declarant upon going out of the Cabin, and by his 1st Mate, when the passenger, Alan McPherson, joined them, and the three of them saw the Cook running on the deck from the bow to the poop.

When asked, through the Interpreter, if he knows who wounded the 2d Mate, and what is the distance from where he was lying wounded on deck and the spot occupied by Charles Guislin at the helm, and if the latter could see when the man in question was wounded and if he gave any alarm, he Said: that he suspects that the man who wounded the 2d Mate was the Cook, Honoluly Alex Desbordes, because he was the only one who had a free run of the deck, and that the helmsman could not see him, because there is a Cabin between the site of the helm and the site where the Mate fell down.

When asked, through the Interpreter, if any other member of the crew could have seen the Mate being wounded or knew of it, because a few more men were on watch duty with him, he Said: that the watch consisted of the Mate and the two Frenchmen, and that the three other members of the crew were below, sleeping, and they came up only once the Cook had been tied up, and he was in the process of tying up the helmsman, and that is all he has to say, which is the truth, under the oath he has taken, and, after his declaration was read back to him by the Interpreter, he affirmed and ratified it, and, being of competent age, he signed it, along with the Judge, before ourselves his corroborating witnesses for which we vouch.

Perez

Jonas Ignaz Weissenhorn
Vicente Deza
José de la Cruz
Leocadio Crisostomo

Declaration of the First Mate, Mr. Charles Meillen [sic].

Immediately thereafter appeared Mr. Charles Meillen who was sworn in, through the Interpreter, with the Bible in hand, because he is a Protestant, and he offered to say the truth about whatever he would be asked. Being asked to say his name, nationality, and occupation, he Said: that his name is as mentioned above, he is from Bremen in Germany, and is 1st Mate of the merchant Brig **Louise Caesar**.

When asked, through the Interpreter, to say what he saw, and knows about what occurred aboard his ship on the morning of the 18th of this month, he Said: that, when he woke up and went out of his cabin, he saw the Cook, Honoluly Alex Desbordes, next to the 2nd Mate, Herman Sanders, who was about to fall, that said Mate did fall, the declarant yelled, and the Cook ran to the bow. That the declarant called the passenger, Alan McPherson, in order to wake him up, but that at that moment the Captain yelled, and he went to see him in his cabin, and arrived when he was getting up from his bed, and found him already wounded.

When asked, through the Interpreter, if he knows or saw who wounded the Captain, he Said: that he believes it was Charles Guislin, because on his way to the Captain's cabin, he saw that the helmsman, who was Charles, was not at his post, and the helm was abandoned. That is why he believes that it was said Charles, and that he went out through the window of the Captain's cabin which is very close to the helm, and that, upon entering the Captain's cabin, he saw through the same window that Charles was already at the helm and was putting on his jacket. That when he went out of the cabin, along with the Captain, the passenger, Alan McPherson, was already there, that they loaded the rifles and when they went out [again], they saw the Cook running from the bow to the poop. That the Captain called him, threatening to shoot him, unless he came up, and that he came up without any weapon and they tied his hands, and they immediately did the same to the helmsman, Charles, and tied his feet as well.

When asked, through the Interpreter, if he saw the wounded Mate, and in which part of the body were his wounds, he Said: that he had five wounds on the head, made it seems with an axe, because the Cook had one for use in the galley, that he had on the previous day asked the declarant to sharpen it, that said axe has not been found on board so far, and it is the proof that he wounded him with it and would have thrown it into the sea afterwards.

When asked, through the Interpreter, if some other crewman could have wounded the Mate or if he knows anything about that, because a few more of them were part of the watch, he Said: that, although he cannot be sure, he believes that no-one else besides the two Frenchmen were doing watch duty with the Mate, because a German who alternates with them was then sick and had been so for about two or three days, and the

three remaining were sleeping below deck, and when they came up the Cook had already been tied up, and they were tying the helmsman.

When asked, through the Interpreter, if he was present when Charles Guislin signed on board the confession that he was shown, and that the declarant is one of those who signed it, he Said: that he was present and what it says is true, and that he was one of those who signed as witnesses.

When asked, through the Interpreter, if he has anything else to say regarding the occurrence in question, he Said: that he has nothing to add and that he is completely in agreement with the report made by his Captain, whose contents he is aware of, and that, once his declaration had been read back to him by the Interpreter, he affirmed it a;; and ratified it and, being of a competent age, he signed it, along with the Judge, before us the corroborating witnesses, for which we vouch.

Perez

Carl Meiler Hate [sic]

Vicente Deza

José de la Cruz

Leocadio Crisostomo

Proceeding regarding the examination of the Captain by the Surgeon.

Once the Captain of the German Merchant Brig **Louise Caesar**, Mr. Jonas Ignaz Weissenhorn, had finished to give his declaration, his wound was examined by the Irish Surgeon, Paul William George, who found one wound on the right side on top of the last rib, which led him to declare that it had been made with the point of a bayonet, on account of its triangular shape, and he said that it was not serious, because it is healing well, thanks to the medicines applied to it, since it was made; and for the record, he signed this proceeding before the Judge and ourselves the corroborating witnesses, for which we vouch.

Perez

Paul William George

José de la Cruz

Leocadio Crisostomo

Declaration of the Passenger, Mr. Alan McPherson.

Immediately thereafter appeared Mr. Alan McPherson, who was sworn in, through the Interpreter, with the Bible in his hand as he is a Protestamt, and he offered to say the truth in whatever he would be asked, and having been asked for his name, nationality and occupation, he Said: that his name was as written above, he was from Scotland and a labourer, and a passenger aboard the German Merchant Brig **Louise Caesar** bound to the City of Batavia.

When asked, through the Interpreter, to say what happened in the morning of the 18th of this month aboard the Brig in which he is a passenger, he Said: that alter four o'clock that morning he heard, from the bunk where he was sleeping, the noise of glass

falling and breaking, and later on he saw that it had come from a window pane, that soon after that the 1st Mate called him, and that was immediately followed by the Captain yelling, and that is why he got up to find out what was going on, and he found the Captain and the 1st Mate who were leaving the former's cabin where he had been wounded, that the three of them loaded the rifles and went on deck where they found the Cook, Honoluly Alex Desbordes, running like a mad man from the bow to the poop, that the Captain threatened to shoot him unless he came forward, an order which he obeyed, and they tied his hands, and immediately after did the same to the helmsman, Charles Guislin. That the 2d Mate, Herman Sanders, was lying on the deck, wounded.

When asked, through the Interpreter, if he knows or saw who wounded the said 2d Mate, if he saw his wounds and, if so, on what part of the body, and what happened to him, he Said: that there is no doubt whatever that the man who wounded the 2d Mate was the said Cook, Desbordes, since he was the only one who was on deck, that he has seen the wounds, that there were five in all, all on the head, and it was from these wounds that he died in the afternoon of the same day. That he is also very sure that the man who wounded the Captain on his right side was Charles Guislin who was assigned to the helm, and although the declarant is not a sailor, he noticed that the sails were then fluttering, for lack of proper steerage.

When asked, through the Interpreter, if he saw or knows that some of the [other] crew members had taken part or had knowledge of the plot, he Said: that he believes that only the above-said Frenchmen were the mutineers and that the othrrs knew nothing about it, that they were sleeping below deck and they came up when the helmsman was being tied up, and after the Cook had been also tied up.

When asked, through the Interpreter, if he was present when Charles Guislin gave his confession on board, if it is the same paper which he was shown and if one of the signatures on it is his own, he Said: that Charles was by his side when he confessed what is written down on that paper, and that he recognizes as his signature that mentions his own name, that it is all he has to say and it is all true, according to the oath he has taken, and that he affirmed and ratified his declaration, after it was read back to him by the Interpreter, and being of competent age, he signed it along with the Judge and ourselves the corroborating witnesses, for which we vouch.

Perez

A. McPherson

Vicente Deza

José de la Cruz

Leocadio Crisostomo

Appointment of an Interpreter.

In Agaña, on the 26th of said month and year, given that the statements of the two Frenchmen must be recorded, those of the accused Honoluly Alex Dessbordes and Charles Guislin, Mr. John Anderson was appointed Interpreter of their language and

Spanish. Having been advised of this appointment, he accepted, was sworn in, and promised to keep confidentiality, and to translate faithfully and legally, and for the record he signed this, along with said Judge and ourselves the corroborating witnesses, for which we vouch.

Perez

John Anderson

José de la Cruz

Leocadio Crisostomo

Declaration of the accused Charles Guislin.

Immediately thereafter appeared Charles Guislin, who, through the Interpreter, swore by God our Lord while making the sign of the Cross to say the truth when asked about anything, and having been asked to say his name, nationality, marital status, and occupation, he Said: that his name was as above, that he is from Paris, the Capital of the Republic of France, a bachelor and occupied as Cook and seaman on board the Merchant Brig **Louise Caesar**.

When asked, through the Interpreter, to say what he did, and saw done aboard the Brig in which he was a seaman in the morning of the 18th of this month, when the Captain of the Brig was wounded and the 2d Mate also which led to the latter's death that afternoon, and that, since he was at the helm, he should have seen who were those who inflicted the wounds, he Said: that in the morning in question between four and five o'clock, he heard a noise in the Cabin, as if someone was loading rifles, and that through a small window that is next to the helm which he, the declarant, was handling, he saw the Captain pursue on deck one man whom the declarant knew as the Cook, Honoluly Alex Desbordes, whom the Captain was threatening to shoot, forcing him to get nearer, and he was tied up by the 1st Mate, the passenger and said Captain. That immediately afterwards the declarant was relieved of the helm, and tied up also by the same men, Captain, 1st Mate and passenger, that the Captain pointed at the 2d Mate who was lying wounded on deck, and he asked the declarant who had wounded said Mate, and the declarant answered that he did not know, that the same question was made to the Cook and that he got the same answer. That the Captain asked the wounded Mate if it was Charles who had hit him or the Cook, and the wounded man answered that it was the Cook, that said 2d Mate died in the afternoon. That the declarant was beaten up by the Captain who accused him of having entered his cabin and having wounded him with a bayonet, but the declarant told him that it was not him and that he had not left the helm.

When asked, through the Interpreter, if at some time his countryman the Cook, Desbordes, had invited him to join in an attempt to kill the Captain, or anyone else on board, and if he let him know about some plot, such as to steal what was on board, or to highjack the ship to go somewhere, he Said: that 8 to 10 days before the occurrence in question, the Cook had told him, while the declarant was at the helm, and through a small window nearby, that opens onto the Captain's cabin, and while pointing at a

chest, said: "Here is much money. We are going to kill the Captain and all those on board except the boy Carl," but that the declarant had rejected the proposition, as he had done before on other occasions when he had been invited to do the same thing, and therefore he did not join in any such conspiracy nor even asked him what plan he had.

When asked, through the Interpreter, to say the truth under oath about his having been the man who wounded the Captain in his bunk with a bayonet and went out through the window that is next to the helm, he Said: that it was not him who had wounded the Captain nor entered the cabin or gone near the bunk, because he had not left the helm until he was called forward and tied up.

When asked, through the Interpreter, [what he had to say] about the 1st Mate who, during the middle of the occurrence, woke up and when the Captain yelled upon being wounded, saw that the helmsman, who was the declarant, was not at his post, that the ship was not being steered and that the sails were fluttering on account of the helm being abandoned, and that when said 1st Mate went into the Captain's cabin he saw that the declarant was already at the helm and was putting on his jacket, he Said: that he asserts and swears that he had not left the helm.

When asked, through the Interpreter, to say if he knows or saw who wounded the 2d Mate, he Said: that he neither knows nor saw who wounded the 2d Mate, but he supposes that it would be the Cook because the watch consisted of only the wounded Mate, the helmsman who was the declarant, and the Cook who was at the bow, that, although another man took turns with them for the watch, said man was sick that day and did not report.

When asked, through the Interpreter, if he made some declaration on board at the request of the Captain, and if it is the same one that he was shown, and if he recognizes his signature on it, and if what he said in it is all true, he Said: that the declaration that he made on board and that was shown him was indeed made by him, except for the part where he said that the Cook had come to him at the helm and told him that he had killed the Mate, but the rest is true, which he affirms and that the signature that appears on it is his own.

When asked, through the Interpreter, if he has anything to add regarding the things he was asked about, he Said: that he has nothing more to say or to remove, that everything is true under the oath that he has taken, and he affirmed and ratified his declaration, once it had been read back to him by the Interpreter, he being 17 years of age, and he signed it before said Judge and ourselves the corroborating witnesses, for which we vouch.

Perez
Charles Guislin
John Anderson
José de la Cruz
Leocadio Crisostomo

Declaration of the accused Alexis Desbordes.

On the 27th day of said month and year there appeared Alexis Desbordes, who was sworn before the Judge and ourselves the corroborating witnesses, by means of the Interpreter, as he made the sign of the Cross in the name of God our Lord, under which oath he promised to say the truth in whatever he would be asked.

When asked, through the Interpreter, for his name, nationality, age, and occupation, he Said: that his name is as above-stated, he is from Irdobon [sic], Department of Charan [sic] in the French Republic,¹ is 31 years of age, a bachelor, and the Cook and Steward aboard the Merchant Brig **Louise Caesar**.

When asked, through the Interpreter, to say what he did on the morning of the 18th aboard the Brig in which he was Cook and Steward, he Said: that he got up at 4 a.m. to prepare breakfast for the men, and that in order to start the fire went into the Cabin to get matches and where he found the 2d Mate who was lighting up a cigar with the lamp that was burning there in the cabin. That the declarant went to the galley to prepare the meal, that the Mate followed him there while making his round, and that he asked him for some beans, in order to soak them for the next day's meal, but the Mate told him, "Later, later." That the declarant went down into the hold to get a bucket of [potable] water, and before he had reached the hold, he heard noises of weapons being loaded, and soon after shouts from the Captain by which he was calling the declarant, "Come here, Cook." and it was then that he let go of the bucket that he had to get water, and went near the Captain, but, upon seeing him with a pistol pointed at him, and in the other hand a rifle with bayonet, he became afraid and ran back as far as the starboard side, and then passed through the galley to the port side and on as far as before the main-mast, from there he shouted to his countryman, Charles Guislin, who was at the helm, and told him, "Charles, they are loading the weapons and they want to kill me." That the Captain, the 1st Mate and the passenger had gone into the Cabin, and at that moment he noticed that the 2nd Mate was lying on deck, wounded, because he saw that his blood was flowing, that Charles from the helm answered his call and told him, "Run quickly to the bow and go below." That the declarant obeyed and woke up the three men who were sleeping below and the declarant went back up with the German boy, Carl. That as soon as he went up the Captain, 1st Mate and passenger attacked him, grabbed him, beat him up and tied his hands and feet, and immediately did the same to Charles Guislin, that the Captain accused the declarant of having been the one who wounded the 2nd Mate, and the declarant protested that it was not he.

When asked, through the Interpreter, to say the truth, as per the oath that he had taken, and confess that he had wounded the 2nd Mate, since there had been no one else on deck, as he has himself declared, and no-one else could have wounded him, he Said: that it was not him who had wounded the 2nd Mate, and that he does not know who wounded him.

1 Ed. note: Rather Charante, on the west coast of France, near La Rochelle.

When asked, through the Interpreter, if he saw Charles Guislin leave the helm and leave his post there, either to go into the Cabin or any berth or on deck, he Said: that he did not see Charles Guislin leave the helm or leave his post.

When asked, through the Interpreter, to repeat the propositions that he had made to his countryman, Charles Guislin, about killing the whole crew of the Brig, except for the boy Carl, and that on one occasion, when Guislin was at the helm, he told him through the window of the Captain's cabin, while pointing at a chest, "Here there is much money," he Said: that he had never held such a conversation with Guislin, about killing the crew, that one day when the declarant was cleaning the Captain's cabin, he told Guislin who was at the helm, "Here there is much wine," and Guislin asked him for some, but that he had refused.

When asked, through the Interpreter, if he knows who wounded the Captain when he was in his Cabin that same morning when the 2nd Mate was wounded, he Said: that he does not know who wounded the Captain, that, after the declarant had been tied up, the Captain showed him the wound he had and that was when he learned that the Captain had been wounded.

When asked, through the Interpreter, if he heard any member of the crew of the Brig tell him that there was a plot to assassinate someone, he is to tell what he knows, he Said: that he had never heard anyone talk about any such thing.

When asked, through the Interpreter, if he had an axe for the galley or for the service, why he could not show where it was when the Captain asked for it after the occurrence in question, he Said: that it is true that he had an axe for the service of the galley but that he had that morning, before the Mate had been wounded, looked for it in order to split some wood, but he could not find it, nor knows who took it out of the galley and that was the answer he gave the Captain that same morning after being tied up, after the Captain had asked him the same question, that it is all he has to say, that everything is the truth under the oath he took and, once his doclaration had been read back to him by the Interpreter, he affirmed and ratified it, then signed it before the Judge and ourselves the corroborating witnesses, for which we vouch.

Perez

Desbordes

John Anderson

José de la Cruz

Leocadio Crisostomo

This is a copy of the original that exists in the archive of the Secretary's office under my care, to which I refer, and it will be remitted to the Commanding General of the Navy in the Philippine Islands at the first opportunity, and for the record I give the present testimony, after I had received a verbal order from the Governor to that effect, Añaña, 28 July 1852.

Leocadio Crisostomo Ignacio Aguon

José de la Cruz, Government Secretary for Administration and War.

Document 1852I

La Capricieuse, Captain Roquemaurel, visited Guam

Source: Ms. in LC Mss. Div., Spanish Colonial Bortnment in Marianas, Item 51.

Communication between the Governor of Guam and Captain Roquemaurel

Original in Spanish.

*Haviendo llegado á este Pueero la Corveta de Guerra Francesa **la Caprichosa** pedi oficialmente á su Comandante el Capitan de Navio Mr. Roquemaurel, fuesen admitidos á su bordo los dos acusados en estas diligencias, para ser conducidos á Manila á disposicion del Exmo. Señor Capitan General, y en su contestacion de hayer se servio decirme los recibiera y entregaria en Manila: y para que conste mandó el Señor Juez ponerlo por diligencia que firmó en Agaña á diez y seis de Octubre de mil ochocientos cincuenta y dos. Lo que nosotros los testigos acompañados damos fé.*

Perez

José de la Cruz

Leocadio Crisostomo

Es copia de su original á que me refiero.

José de la Cruz, Secretario.

Translation.

Given that the French war corvette named **La Capricieuse** had arrived at this port, I requested her commander, Navy Captain Roquemaurel, to accept on board her the two accused mentioned in these proceedings, and take them to Manila to be placed at the disposal of His Excellency the Captain General.

In the answer he gave me yesterday he graciously told me that he would accept them and deliver them to Manila.

And, for the record, His Lordship the Judge ordered this note to be added to the case file, said order being dated Agaña 16 October 1852.

We, the undersigned official witnesses, affix our signatures.

Perez

José de la Cruz
Leocadio Crisostomo
This is a copy of the original to which I refer.
José de la Cruz, Secretary.

Document 1852J

The Canton II of New Bedford, Captain Folger

Source: Ms. logbook in the New Bedford Free Public Library; PMB 541; Log Inv. 802.

Note: The logbook was kept by the captain himself

Extract from the log

Log of the Ship Canton of New Bedford, Capt. Henry B. Folger, voyage 1851-55.

...
[The ship went around Cape Horn, was on the coast of Peru in 1852, the Galapagos, in the Off Shore Ground, and cruised on the Line, looking for sperm whales.]

...
Sunday August 29th [1852]

... In company with the **Ganges**.¹ At 10 p.m., parted company... Lat. per obs. 2' South. Long. per Acct. 179°50' East.

...
Thursday September 9th

... Spoke the **Ganges**, Coffin, 1450 barrels... Lat. by obs. 8' North. Long. per Chron. 179°44' East.

...
Sunday September 12th

... At 6 a.m., spoke the Ship **O. Crocker** of New Bedford...² Lat. 2°23' South. Long. per Chron. 177°04' East.

Monday September 13th

... At 2 p.m., saw Hope [Arorae] Island bearing SE. Spoke the **Ganges**, Capt. Coffin. Many canoes came alongside... Lat. per obs. 3°00' South. Long. per Acct. 176°50' East.

1 Ed. note: Ganges of Nantucket, Captain Thomas Coffin, Jr., voyage 1849-53.

2 Ed. note: The Oliver Crocker, Captain William B. Cash, voyage 1850-54.

Tuesday September 14th

... At 9 a.m., saw Hope Island. Running for it... Lat. per obs. 2°30' South. Long. per land 177°05'.

Wednesday September 15th

... At 10 a.m., saw Hope Island. Running for it...

Thursday September 16th

... At 10 a.m., left the island and steered by the wind to the NNE. Saw a Bark to the West of us. Shipped two men at Hope Island, Wm. Wells and Peter Wood, a native, for a cruise. Saw Grampuses...

...

Thursday September 23

... At 3:40 [p.m.], made Byron's [Nukunau] Island to the SW distant 6 leagues... At Meridian, about 5 miles under the lee of Byron's Isle, many canoes came alongside with hats and mats to trade. At Meridian, tacked to NNE. Saw Peru [Beru] Island to the West of us... We found Byron's Island laid down 18 miles too far East by our reckoning... Lat. per obs. none, by land 1°12' South. Long. per Chron. 176°49' West, Byron's Isle E by N 2 leagues.

...

Tuesday September 28th

... At 10 a.m., spoke the Bark **Jasper**, Rotch, of N. Bedford 31 months out, 650 [bbls of] sperm. At Meridian, saw Simpson's [Abamama] Island bearing per compass NW by W distant 6 leagues. We steering for it... Lat. per obs. 20' North. Long. per Acct. 174°25' East.

Wednesday September 29th

... At 4 p.m., got down off the Island. A few canoes came off with fowls, molasses, etc. coconuts a plenty. The middle part, lay off. At daylight, found ourselves near Henderville [Aranuka] Island. The latter part lay off and on Woodle [Kuria] & Henderville in company with Bark **Jasper** of Fairhaven [sic].¹ Many canoes came alongside the Ship... Lat. per obs. 18' North. Long. by land 173°28' East.

Thursday September 30th

... The first part, off Woodle Island. Went on shore, one boat. Got about 30 fowls, 15 gallons molasses, etc. The middle part, stood to the SE. At 2 a.m., tacked Ship to NNW. Saw the land to ENE 7 leagues. Signalled the Ship **Herald** of Fairhaven...² Lat. by obs. 25' North. Long. per Chron. 173°24' East.

1 Ed. note: This bark is listed as coming from New Bedford, as mentioned in the previous entry. She was condemned in New Zealand one year later.

2 Ed. note: Not to be confused with the Herald II of New Bedford.

Friday October 1st

... Spoke the Ship **Herald** of Fairhaven, Terry, 200 sperm on board... Saw a Bark to the SE of us. Saw no land these 24 hours... Lat. per obs. 1°12' North. Long. per Chron. 172°47' East.

Saturday October 2nd

... Spoke the Bark **Jasper**. Saw a schooner to the windward... Lat. per obs. 1°24' North. Long. per Chron. 172°50' East.

Sunday October 3rd

... At 2 p.m., saw Knoy's [Tarawa] Island to the East of us and Charlotte's [Abaiang] Island to the NE by E... At 1 a.m.,... we steered down by the NW end of Charlotte's Island. At Meridian, within 3 miles of the NNW end. One canoe came off but brought nothing. I find by this Island, and all the Groups laid down by Wilkes, that our Chronometer is about 27 miles too far East or 1m32sec slow. Her old error continued. I correct her this day & continue the old rate. Knowx & Charlotte Islands both in sight... Lat. per obs. 2°00' North. Long. by Chron. (new) 172°59' East.

Monday October 4th

... At 1 p.m., went in with one boat and got a few fowls & about 15 gallons molasses... Lat. per obs. 2°30' North. Long. per Chron. 172°39' East.

...

Wednesday October 6th

... All sail on, endeavoring to get on the Equator or somewhere that we can see some whales, for I am almost discouraged. It is so long that we have seen nothing, and God Almighty only knows when we shall see any more, but I hope soon, that we may be filling our ship and once more see the time that I am homeward bound... Lat. per obs. 1°35' North. Long. per Chron. 171°29' East.

...

Sunday October 10th

... At 6 p.m., spoke the Ship **Susan**, Smith, of Nantucket, 180 barrels sperm and boiling 2 small whales... Lat. per obs. 3' North. Long. per Chron. 171°25' East.

...

Tuesday October 12th

... Saw a Bark to the East of us. AT Meridian, saw Ocean [Banaba] Island bearing W by S distance 12 leagues. A sharp lookout for sperm whales but we see nothing like them, and when we shall, the Lord only knows, but I hope soon... Lat. per obs. 47' South. Long. per Chron. 170°28' East.

Wednesday October 13

... The first [part] steering down towards Ocean Island. At 4 p.m., whales came up, close to the Ship, they being in the sun glare, we did not see them until the Ship had gal-

lied them. Dropped the boats and chased until sunset. The latter part, stood in to the Island, and were visited by many canoes. Got a few fowls...

Thursday October 14th

... At 4 p.m., left Ocean Island, passing to the lee of it... At 7 a.m., the Island bore South distant 6 leagues. At the same time, we saw sperm whales going to the NW. Dropped the boats. At Meridian, we got 3 dead and two boats still in chase. 2 ships in sight, one among the whales. Ocean Island, South, 25 miles.

Friday October 15th

... At 5 p.m., took two more whales alongside. At the same time spoke Ship **Emily Morgan**, Ewer, of New Bedford, 36 months out, 1050 bbls... AT Meridian, got in four of the whales... Saw the **Morgan**. No obs.

...

Tuesday October 19th

... At 3 p.m., spoke the Brig **Wm. Penn**, Hussey, of San Francisco, 2 months from Strong's Island with 75 barrels. Spoke Bark **Jasper**, she having got nothing since we saw her. Saw Bark **jane** of Sydney among whales. At daylight, the Ship right among sperm whales. Dropped all the boats. At 07 a.m., struck one. The rest made off to the West fast. At 9, took him to the Ship. At Meridian, took up all the boats. With calm and very hot weather... Lat. per Obs. 1°05' South. Long. per Chron. 168°16' East.

...

Sunday October 24th

... At 3 p.m., saw Ocean Island to the East of us. Spoke the Ship **Napoleon**, Holley, of Nantucket, 350 sperm... Latter part... ran down the North side of the Island. Saw 2 ships and a bark... Lat. per obs. 43' South, Ocean Island SSE 15 miles.

...

Thursday October 28th

... At 5 p.m., spoke the Brig **Wm. Penn** and [ship] **Napoleon**. At 10 p.m., parted company... At Meridian, Ocean Island SSW 18 miles.

Tuesday November 2nd

... Saw the **Napoleon**, and exchanged signals with one of J. Howland, Jr. & Co. Ships... Lat. per obs. 1°05' South. Long. per Chron. 170°14' East.

...

Sunday November 7th

... At 4 p.m., spoke the Ship **Milton**, Jones, of N. Bedford, 12 months out, 650 sperm... Lat. per obs. 36' South. Long. per Chron. 171°18' East.

...

Monday November 15th

... At 9 a.m., saw the land, we supposing it to be Pleasant [Nauru] Island but by observations, we find it to be Ocean Isle, the current having taken us to the SE 50 miles...

Lat. per obs. 26' South. Long. per Chron. 169°52' East.

Tuesday November 16th

... A strong NE current, we make little progress...

...

Wednesday November 24th

... At 2 p.m., saw Strong's [Kosrae] Island bearing WNW distant 50 miles. The middle part, lay off the Harbor. At 8 a.m., came to in the Weather Harbor and gave the Ship 40 fathoms of cable, 15 fathoms water & muddy bottom. Found the Ship **Roscoe**, Hayden, of New Bedford lying here with 600 barrels...

Thursday November 25th

... At 3 p.m., took off a raft of water. At 7 a.m., sent the Starboard Watch ashore on liberty...

Friday November 26th

... At 7 a.m., sent the other watch ashore on liberty...

Saturday November 27th

... This day being Sabbath here, we all attended meeting on board the Ship **Roscoe**, A.M. Service, the Rev. Mr. Snow, Minister, preached. At 11 a.m., returned on board our Ship and sent the watch on liberty...

Sunday November 28th

... One watch ashore on liberty, the rest employed at painting the ship, etc... Took on board some taro and breadfruit...

Monday November 29th

... At daylight, the watch all on board with the exception of Wm. Thompson, a seaman, found that he had stowed himself away on board a Sydney Brig that was lying here. Went on board the Brig, searched and found him in the lower hold. Took him on board, seized him up and gave him 8 lashes with a cat o'nine tails. He went to his duty...

Tuesday November 30th

... At dark, put Wm. Thompson in irons for safekeeping...

Wednesday December 1st

... We heeled [i.e. keeled] the Ship and mended the copper on the Starboard side, stowed down some water. The middle and latter part, some rainy, one watch ashore on liberty as usual...

Thursday December 2nd

... This day, the **Roscoe** went to sea...

...

Sunday December 5th

... After church, the watch went ashore on liberty...

...

Tuesday December 7th

... Finished painting. Took off 50 iron [-wood] poles and 2 boat's masts. Got the Ship all ready for sea...

...

Thursday December 9th

... At daylight, got under way and towed out of the passage. At 8 a.m., discharged the Pilot. We steered to the SE...

...

Saturday December 11th

... At 1 p.m., saw and exchanged signals wotj a ;arge English merchant ship, who was steering NW ... Lat. per obs. 3°45' NOrth. Long. per Chron. 165°00' East.

...

Thursday December 16th

... At 9 a.m., spoke Ship **Roscoe** of New Bedford, 16 months out, 600 sperm. Saw a ship to the East of us... Lat. per obs. 1' South. Long. per Acct. 166°10' East.

Friday December 17th

... Spoke the Ship **Emily Morgan** of N. Bedford, 38 months out, 1100 sperm... Lat. per obs. 31' South. Long. per Chron. 166°00' East.

...

Wednesday December 22nd

... At 9 a.m., saw Ocean Island bearing ENE distant 10 leagues...

Thursday December 23

... At 9 a.m., got in handy to Ocean Island. Sent in a boat and got about 100 pumpkins. Spoke Ship **John Wells** of N. Bedford laying off and on this Island...

...

Wednesday January 5th [1853]

... At 9 a.m., spoke the ship **Atlantic**, Coleman, of Nantucket, 31 months out, 1350 sperm oil... Lat. per acct. 5°14' South. Long. per Chron. 178°00' East.

...

Thursday January 13th

... At 5 p.m., spoke the Ship **Alfred Gibbs**, Jenny, of New Bedford, 14 months out, 1200 whale, 50 sperm... Lat. per obs. 25' South. Long. per Chron. 178°32' West.

...

[Plot to murder the captain]
Thursday January 20th

... On the 19th inst., I was informed by David Doney, a seaman, that there was a conspiracy on board the ship to take my life and set fire to the ship, if I did not go to Hope Island. I immediately armed myself and proceeded to find out and investigate the affair. I found that Wm. Wells, a seaman that I had shipped at Hope Island, had told three of the crew that Peter, a native of Hope Island, talked of shoving a knife into me some time when I came on deck and that he talked of setting fire to the ship. I called all hands aft and asked Peter if he talked or thought of committing this act. He said no, and appeared very much frightened and confused. I told them the consequence of this talk, and spoke of punishing Peter, or confining him, if this was true. This Wells immediately begged of me not to flog Peter or hurt him for if I did, it would not do for him to go to Hope Island, as he would be in danger of his life. I then asked all hands if they were afraid of this native; if they were, I would confine him. They all answered that they were not afraid of the native. Thos. Fletcher spoke up and said he was more afraid of that man, **pointing at Wells**, than he was of the native. This Wells immediately showed a guilty conscience, he quailed and appeared much confused. Fletcher told me I would find out about this that I did not know one half yet. I then ordered the men to their duty.

On the following day, I found by a number of my crew that this Wells had been talking in the native language a great deal to Peter, and that Peter told him to talk English, not to talk kanaka to him. Peter seemed very much confused and frightened, and went below crying and sobbing very much. He told the men, he could not talk[.] tomorrow, he would tell the Captain all about it. This day, I called Peter and asked him what Wells had been saying to him. His answer was that "Wells speak too much bad, that Wells wanted him make fire the Ship, what for me make fire ship, what for you talk me kanaka, all the same that you no see me one kanaka, s'pose Ship broke me dead," Peter said. Wells told him to jump overboard. "Me jump overboard, what for me jump overboard, what for you talk all same that, you no talk kanaka me, go away, **why you no talk English?** All this time, Wells telling about the Ship that Peter was going to jump overboard, make away with himself, etc., that Peter had told him to take all his things, and look out for his land & chattels when he went back to Hope Island. At 8 a.m., being satisfied by the depositions of many of the ship's company that Mr. Wells was the only man that had ever talked of taking my life and setting fire to the Ship, I called all hands aft and accused him of being the man. I asked the whole ship's company if they believed what I stated to be the fact. Two of them answered, said they did. The rest were silent. I immediately ordered the man to be confined in irons. After Wells was ironed, he begged me to have compassion on him. I told I would give him all the chance in the world to clear himself. He asked the crew several questions relative to his character, etc. but every answer was unfavorable to him. He told them they all lied, and were all against him. This Mr. Wells I shipped at Hope Island on the 16th September 1852 for the term of 5 months to be discharged at Hope Island or elsewhere, **as per contract**. In cruis-

ing among the Groups, I found that Wells had the name of being a very bad man, and that I must look out for him. Capt. Terry of the Ship **Herald** came on board my ship and saw this Wells. He asked where I got him. I told him. He told me he had had some dealings with him and had found him a notorious scoundrel, and that I had better look out for him. At present, Wells is in sage keeping, confined in irons.

Thus ends these 24 hours. Lat. per Obs. 1°32' South. Long. per Acct. 174°53' West.

...

Tuesday January 25th

... At 4 p.m., spoke the **Enterprise**... Lat. per obs. 35' South. Long. per Chron. 173°53' West.

...

Thursday February 10th

... At 4 p.m., spoke the English Brig **Eclipse** from San Francisco, bound to Sydney with passengers. Got some late papers... Lat. 5°49' South. Long. per Acct. 169°20' West.

...

[Eastward and to the south of the Equator, to Samoa, back to the Line.]

...

Saturday July 30th

... Spoke Ship **Gay Head**, Wood, of New Bedford, 10 months out, 200 sperm oil. So ends, in company. Lat. per obs. 1°15' South. Long. by Acct. 176°00' West.

...

Thursday August 4th

... At 3:20 p.m., saw the Island of New Nantucket [Baker] bearing SW distant 10 or 12 miles. According to our Chronometer, we make the Island to be in Long. 176°45' West... Lat. per obs. 1°00' South. Long. per Acct. 177°12' West.

...

Tuesday August 16th

... At daylight, saw Byron's [Nukunau] Island bearing SSW. At Meridian, got down under the lee of the Island. Employed at trading with the natives. The **Gay Head** in sight of us... Lat. per Obs. 1°20' South. Long. by land 176°40' East.

Wednesday August 17th

... At 4 p.m., left Byron's and steered by the wind to the S by E, all sail on. At 10 a.m., saw Rotch's [Tamana] Island bearing South distant 8 leagues. Saw the **Gay Head** to the SE of us. We find our Chronometer 32 miles to the West out of the way. Strong NW currents at this time... Lat. per Obs. 2°17' South. Long. 176°39' West.

Thursday April 18th

.. At 5 p.m., passed under the lee of Rotch's Island. A number of canoes came alongside, with fowls and coconuts to trade... Lat. per Obs. 2°22' South. Long. 176°35' West.

Friday August 19th

... At 4 p.m., Clark's [Onotoa] Island bearing NW distant 8 leagues... Took on board 16 barrels of coconuts, molasses, hats, mats, etc. Found good trade with the white men. We found four white men on the South end of this Island. Tobacco is the only article called for... No obs. this day.

Saturday August 20th

... At Meridian, saw Drummond's [Tabiteuea] Island to the NNE... Lat. per obs. 1°47' South, [long.] 174° 55' East.

Sunday August 21st

... At 5 a.m., saw Sydenham's [Nonouti] Island to the NE of us. We steered along to the west of it. A bad looking reef the west side of it. At Meridian, the Island bore about East of us... Lat. per obs. 40' South. Long. per Chron. 174°23' East.

Monday August 22nd

... At 6 a.m., saw Simpson [Abamama] Island to the NNW of us. The latter part, steered off WNW to the leeward of the Island. Saw a few canoes... Lat. per Obs. 29' N. Long. per Acct. 173°50' East.

Tuesday August 23rd

... At 4 p.m., saw Hall's [Maiana] Island to the NW. At daylight, steered down. Passed the SW end of the Island. One canoe came alongside with coconuts...

...

Friday August 27th

... At 9 p.m., spoke the Ship **Desdemona** of N. Bedford, [Captain Ellis], 10 months out, 300 sperm... At 7 a.m., saw a Ship steering to the SW. Supposed her to be the **Nar-ragansett**...

Sunday August 28th

... At 7 a.m., the **Desdemona** passed on the opposite tack. At M., saw Ocean Island to the S by W...

...

Thursday September 8th

... At 4 p.m., stood in in the North side of Ocean Island. Many canoes came alongside with fowl and pumpkins to trade...

...

Wednesday September 14th

... At 6 a.m., saw Pleasant [Nauru] Island to the SW distant 6 leagues. We steered for it... At Meridian, got down off the Island. Four or five canoes came alongside with pigs and fowl to trade. Saw a ship to the East of us...

...

Saturday September 17th

... Spoke the Ship **Narragansett**, Coleman, of Nantucket, 1500 sperm. At 10 p.m., parted company... Lat. per Obs. 4' South. Long. per Chron. 166°45' East.

...

Wednesday September 21st

... At 7 a.m., wore the Ship to the NW and steered by the wind. Pleasant Island to the SE 3 leagues distance. **Narragansett** in sight to the ENE...

...

Wednesday September 28th

... At 9 a.m., saw a merchant ship steering to the NNW with studding sails out... Lat. per Obs. 5°45' N. Long. per Chron. 164°41' East.

Thursday September 29th

... At 10 a.m., saw Strong's [Kosrae] Island West 50 miles dist. Saw a ship to the Eastward...

Friday September 30th

... At 3 p.m., bent the cables. At 3 p.m., a hard squall from the Eastward. Luffed to the North and took in sail... At 9 a.m., took a pilot. At 10 a.m., came to in the NE Harbor at Strong's Island in 10 fathoms water, and furled the sails...

Saturday October 1st

... Got a raft of casks on shore for water. At 4 p.m., the Ship **Arthur Adams**, [Capt. Fish], of Fairhaven came to anchor with 1300 bbls. sperm...

Sunday October 2

... Got a raft of water. One watch ashore on liberty...

Monday October 3

... Took off some meat and some sails from the shore. Took off another raft of water. One watch ashore on liberty.

Tuesday October 4th

... Employed at wooding and watering, etc...

...

Saturday October 8th

... Still at anchor. Employed in painting the ship, etc. At 4 p.m., the Ship **Narragansett** of Nantucket and [James] **Arnold** of Fairhaven came to an anchor in this harbor...

...

Wednesday October 12nd

... The Ship all ready for sea and waiting a time to go...

Thursday October 13th

... This day Wm. Bartholomew deserted the ship. We likewise discharged Mr. Castro, 3rd officer & promoted Mr. Bisslew, 4th officer, to fill his station. Shipped Robert Tweedia as a boat- steerer, and Pliny Wise as seaman... At daylight, took our anchor and towed out of the harbor, assisted by the boats from the other ships. At 9 a.m., the Pilot left us. Sent in two boats to assist in towing out the **A. Adams**. At 12 M., the boats returned. Took them up and made all sail steering by the wind to the ESE...

...

Tuesday October 27th

... At 2 a.m., saw Ocean Island to the E by S 3 leagues. The latter part, off the Island. Some canoes alongside...

...

[They passed by the Gilberts headed for New Zealand, back to Samoa and towards the Line in 1854.]

...

Monday August 7th 1854

... At 6 a.m., saw Hope [Arorae] Island ahead. At 8 a.m., the canoes came off with fresh coconuts and mats to trade. Left three Group natives here and steered off to the NNW...

...

Tuesday August 8th 1854

... At 10 a.m., the canoes came off from Hope Island to trade. The Islands at Meridian bore E by N 6 miles distant. Lat. per observation 2°47' South.

Wednesday August 9th 1854

... At daylight, steered off West. Saw Rotch's [Tamana] Island ahead... At 9 a.m., luffed to with the main topsail aback and had the canoes off trading for fowl. Sent two boats on shore for wood. Lying off and on awaiting the return of the boats.

Thursday August 10th 1854

... At 6 p.m., stood off to the SSE with 4 boatloads of wood and about 200 fowls...

...

[Passed Rotuma, to Sydney for repairs, then to the coast of New Zealand, to Chile, then home.]

Document 1852K

The mutiny aboard the William Penn, Captain Hussey

Sources: Article in the Alta California, reprinted in The Friend (of Honolulu), 1 April 1853; reproduced in War's American Activities, under Gilbert Islands 6.

Mutiny on Board the William Penn—Murder of Capt. Isaac P. Hussey.

We have received the full intelligence of the mutiny on board brig **Wm. Penn**, to which we alluded in yesterday's paper. It is as follows:

The **Wm. Penn** left Strong's [Kosrae] Island on the 23d July last [1852] for a whaling voyage, Isaac P. Hussey, Master, Christian Nelson, 1st officer, John Halsey, 2d do., and a crew of five white men and fifteen natives. Without the smallest grounds of apprehension for any difficulty, Mr. Nelson, 1st officer, was aroused on the morning of November 6th by hearing the groans of some one on deck. He jumped out of his berth and ran up; but no sooner had he reached the deck than he received a severe blow on the head from a person armed with a cutlass. His first idea was that the natives from some of the neighbouring Islands had boarded the brig, and he ran forward to call up the white portion of the crew, who had the watch below at the time; but was suddenly stopped in his course by all of the native crew, who armed with lances and whaling spades, prevented his progress. They did not, however, for some reason undertake to injure him. The person who had first struck him proved to be their leader, a native named Harry, who run after him and repeated his blow. He is a native of Oahu. Mr. Nelson then spoke to him, but Harry continued striking him, while Mr. Nelson backed out to the forecabin companion-way, warding the blows off. On arriving there, Mr. Nelson fell down, spears and spades were darted at him, but fortunately without doing him any injury. His fall aroused the watch below, who, hearing the scuttle, endeavored to reach the deck, but were prevented by the natives, who fifteen in number guarded the companion-way.

They got possession of the cabin by breaking through the forecabin bulkhead and crawling aft over the cargo. In the cabin there were fifteen loaded muskets, but on examination they proved to have been filled up with water. The mutineers then got

around and on the top of the house on the quarter deck, and from the noise they made convinced the whites in the cabin that nearly all of them had congregated there. The whites then determined to blow the house up with a keg of powder which was in the cabin, hoping thereby to put an end to most of the natives. They got the powder ready, secured a loaded musket each and retreated into the hold, ready to rush on deck and finish the affair as soon as the powder should explode. Fire was applied to the powder, but it was so damp that instead of exploding, it merely flashed, or rather blazed up, like a pot fire, the current of air carrying the flame into their place of retreat and nearly suffocating them all, and burning two men so badly as to render them of no further service. This disaster reduced the number to four available men, two of whom were badly wounded, viz., Mr. Nelson, 1st officer, and Mr. Halsey, 2d officer, who had received a severe dirk stab in the side of his face, depriving him of the use of one eye. They then regained the cabin, determined to hold out to the last rather than give up the ship.

After having retained possession of the cabin some time, trying to frighten the natives by threats; their leader Harry, called a parley with Mr. Nelson and said to him: "I don't want to kill you; I have killed all I want to, and if you will give me fifteen muskets and a keg of powder, and let me take what provisions I want, I will leave the brig when I see land; but if you do not consent, I will set fire to her and burn you all up."

After consultation, it was considered best to accede. Mr. Nelson and his men then guarded the forward cabin to prevent any attempt to rush on them. The mutineers then helped themselves to what they required and left the brig in two boats about sunset of the same day, though no land was in sight. After they left it was found that they had killed Capt. Hussey, George C. Reed, cook, and badly wounded the steward, a Chinese named Amoy, who only survived two days after.—Of those who remained only two were unharmed, two being so badly burned as to be incapable of action, and Mr. Nelson and Mr. Halsey suffering much from severe wounds in the head.

Five days afterwards, Capt. Gardiner [sic] of the whaler **Atlantic** reported that he had picked up the mutineers in an exhausted condition.¹ They reported to him that they had run away from the brig at an island, when the captain and mate were ashore, that they had got the second mate drunk, stole the boats and left Capt. Gardiner had no suspicion of them till after they had left, when he learned from one of his crew, a native who was acquainted with their leader, that they had plenty of arms and ammunition in their boats. Capt. Nelson has taken every means to spread the news to all the islands, by informing every vessel he met on his passage.

Capt. Hussey belonged to Nantucket, aged 43; George C. Reed to New York, aged 27, and Amoy was aged 24.²

1 Ed. noe: Her master was then named Coleman (see Doc. 1852M).

2 Ed. note: There exists another narrative by Captain William C. Paddock, *Life on the Ocean* (Cambridge, 1893).

Document 1852L

Ship Lagoda reports a shipwreck at Taongi

Source: Ms. logbook of the ship Lagoda of New Bedford, Captain Tobey, voyage 1850-53, kept in the New Bedford Free Public Library; PMB 343g-344a; Log Inv. 2785.

Extract from the logbook

...

[After visiting Makin Atoll on 5 March 1852, the **Lagoda** visited Taongi Atoll.]

...

Saturday March 20 [1852]

... At 2 p.m. the land, the Islands of Corwallis, five in number, very low. Went for the land and saw the hull of a large vessel on the reef near the shore. She appeared to be broken down amidships and only part of one mast standing. At sunset the wreck was 6 miles dist. from us. Saw no signals from the wreck on shore. Tacked ship and headed to the South...

Sunday March 21

... At 12 a.m., saw the wreck. Sent two boats to her, they should not get on board of her. They landed on the shore. They found the tents standing where the crew of the wreck had lived but they had left the island. There was little or nothing then worth getting. They found one head board with **Canton** painted on it, supposed it to be the English ship **Canton**.¹ It appears that they had left the island in the long boat. The west side of the island was quite smooth water. One-eighth of a mile from the wreck, they had cut the small trees and brush and made a road across and by the skids that was laid down, they had carried the boat across. There was a small quantity of provisions left. Could not find anything that would lead us to find where they intended to go.²

-
- 1 Ed. note: The ship's latitude on the previous day was 14°45' N. and her longitude 2 days earlier was 169°30' W. The wreck in question was that of the **Canton (I)** of New Bedford, Captain Wing.
 - 2 Ed. note: The position of the **Lagoda** the next day was Lat. 16°38' N., Long. 167°25' W. By the way, she was on her way to the Arctic, where, on 4 September 1852, she reported "50 ships in sight and no whales."

Document 1852N

The ship Spartan, Captain James Wyer

Sources: Ms. in the Nantucket Historical Association; PMB 385; Log Inv. 4406.

Introduction.

This was a 333-ton vessel, owned by D. Thain, of Nantucket. It got underway at Holmes Hole and headed for the Pacific. Left the coast of Peru in March 1852 to cruise on the Line. On 24 September, saw Byrons I. in the Gilberts. On 2 December, landed a sailor at Byrons, because of foot trouble. On 17 December, returned to pick him up. On 1 January 1853, they were bound to Ascension, i.e. Pohnpei, where it anchored on the 7th. In February the ship was back cruising on the Line.

Extract from this logbook

...

Remarks on board Ship Spartan of Nantucket James Wyer Master at the Groops [sic]

Friday Sept. 24th [1852]

Begins with pleasant trades[,] steering W by N[,] at 4 AM sighted [sic] Byrons Island ahead Dist 15 miles. Middle Part held to the NNE. Later Part of [rather off] Byrons island traded for Hats[,] Mats & Fowl[.] So ends the land bearing NE Dist 10 miles steering SSE.

...

Monday Sept. 27th

Begins with stiff trades lying up SE at 4 saw a school Whales lowered but the whale took to windward. Middle Part stiff trades. Later Part brisk trades and pleasant at 11 sighted Hope [Arorae] Island. some time saw a ship to windward at noon the land bore NW Dist 10 miles took to the S.

...

Tuesday Oct. 19th

... Sited Hope Island at 11 the native[s] alongside Ship[p]ed four of one year.
Lat. 2°46 S. Long. 177°00 E.

...

Monday Oct. 25th

... Saw a ship to windward...

...

Friday Oct. 27th

... Charles Walrode cut his ankle with a spade... Saw a ship to windward...

...

Nov Tuesday 2th

Begins with light air and calms finished boiling[.] spoke the Bark **Jasper**...

...

Thursday Nov. 4th

... A Ship and a Bark in sight...

...

Monday Nov. 15th

... Spoke Ship **Susan** of Nantucket 310 sperm... Lat by Obs 1°16S Long. 178°07 E.

Tuesday, Nov. 16th

... Spoke the Ship **Omega** of Nantucket...

...

Wednesday Dec. 1th

Begins with overcast weather and stiff trades, steering [sic] at 2 sited Byrons [Nukunau] island ahead hold to the N. Middle Part moderate trades Later part cap off for the land at noon the island bore S Dist 2 miles.

Thursday Dec 2th

Begins with pleasant trades. Landed Charles Walrode on account of the Curing an [sic] a sore foot. Middle part thick and ran close(?) to the N[.] it is part stiff trades and smoky lying up N by W. Lat. by Obs 00°27' S. Long. by Obs. 176°06 E.

...

Sunday Dec. 5th

... Spoke the **Susan** [Capt.] Smith of Nantucket...

...

Sunday Dec. 12th

... Spoke the ship McGill(?) [rather **Mogul**] on N. London out 15 month[s] 1500 whale [oil]. Lat by Obs 2°07 S. Long. 175°30 E.

...

Friday Dec. 17th

Begins with moderate trades and pleasant steering WNW at 2 sited Byrons island ahead. Middle part hold to the wind. Later part at 9 hold aback to the westward of the Island[.] took on board the man we landed previous[ly] with a sore ankle[.] at 10 cap off West[.] at 12 sited Perote [Beru] Island ahead. Lat. 1°25S. Long. 176°30E.

Saturday Dec 18th

Begins with light trades steering W at 6 spoke the ship Moengomer [sic = **Montezuma**] of N. London out 17 month[s] 1900 W[hale oil]. Middle part lag aback. Later part cap off W by SW. at 10 sited Clarks [Onotoa] Island 2 points on the Larboard bow. Lat. by Obs. 1°35 S. Long. 175°45 E.

Sunday Dec 19th

Begins with list air and calms[.] at sundown the NW end of Clarks I. bore SSW Dist 155 mile[s]...

...

Tuesday Dec 28th

.. Saw a ship to the SW. Middle Part calm. Later Part moderate trades from E[.] spoke two [sic] a huge Marchant Ship showed American Collars [sic] steering NW. Lat. by Obs. 2°10 N. Long. by Chron. 167°32 E.

...

January Saturday 1th

Begins with strong trades and passing squalls. Middle part squalls and calms. later part strong trades and more pleasant. 1:10 sited Strongs [Kosrae bearing West.

Sunday Jan. 2th

Begins with strong trades steering West at sundown hold to the South[.] Strongs Islands bearing West Dist 7 miles. Middle part took to the N. Later Part found the ship 30 miles to the Eastward the land strong current setting to the East. At noon the land bore W Dist 15 miles.

...

Wednesday Jan 5th [1853]

Begins with strong trades and squally cap off West(?)[.] at 4 AM sited the island of ascion [sic = Ascension, i.e. Pohnpei] ahead[.] at sundown Double reaft the topsails and hold up the coarses steering West. Later Part pleasant[.] at 9 the pilot came on board[.] of off for the Lee Harbour[.] so ends[.] the Middle of Ascension bearing N.

Thursday Jan 7th

Begins with light airs and calms[.] at 4 PM ancord [sic] in the Lee Harbour at the Is. of Acension. Later Part squally and rainy[.] Ships laying in port.

Italy of Greenport Capt. Rowley.

Avery Henathen [rather **Averick Heinecken**] of Bremen

Bark **Roscoe** of N. Bedford [Capt.] Gorham

Bark **North America** N. London [Capt.] Mason

Tuesday Jan 18th

Begins with strong trades from East laying wind bound at Acenson [.] one man run away[.] discharged two and shipt four[.] Middle Part calm[.] at daylight got underway

and towed out abreast the outer reef then took abreast from NNE[.] at 8 discharged the pilot steering by the wind to the SE[.] at noon the harbour bore WNW Dist 15 miles.

...

Saturday Jan 29th

Begins with light airs and baffling[.] at 4 moderate breeze from NE lying up ENE. Middle Part stiff breezes. Later Part light airs and baffling[.] sighted Drumons [Tabiteuea] Island[.] Spoke the Bark Venus [rather **Venice**] of N. London [Capt.] Harris.

...

Monday Jan 31th

... Spoke the ship **Corral** [Capt.] Plummer [of] N. Bedford... at 9 sighted Byrons Island.

...

February Tuesday 31th [rather 1st]

... Spoke the Bark **Baltic** [Capt.] Brooks of N. Bedford...

Feb. Wednesday 2th

... a Ship and a Bark in sight...

[The ship continued fishing in the vicinity of the Gilbert Islands for a long time, before heading south, out of Micronesia, in May 1853.]

Documents 18520

The first Swedish circumnavigation—The frigate *Eugenie*, Captain Virgin

O1. The narrative of Nils Johan Andersson, student

Source: Nils Johan Andersson. En verldsomgegling skildrad i bref... (Stockholm, 1854); German ed. as: Eine weltumsegelung mit der Schwedischen kriegsfregatte "Eugenie" (1851-1853) (Leipzig, 1854), translated by Prof. K. L. Kannegiesser.

Note: Andersson was a student from the University of Uppsala. He took care of the magnetic observations, until his untimely death, which occurred before the end of the voyage.

...

Chapter 9

Departure from Sydney. – Heat below the Equator. – Wellington Islands. – Two Americans. – Peculiar illumination. – The Carolines. – Ascension Island. – The natives, their houses and dress. – His Royal Majesty and household. – Notable remains of antiquity. – Guam. – Influence of the Spanish domination. – Boarding with the natives. – Scenery. — Umata Island [sic].

Letter from Whampoa, 9 December 1852.

We sailed from Sydney on October 31st, truly sad to leave the country. We had been very favorably impressed with it during our short stay, and it would have been highly informative to get to know the place better. During our long crossing, we suffered from the most terrible heat, and sweltered in a burning climate against which there was no help. In the daytime, the burning sun rays beamed down on us, reflected by the transparent, calm sea, which mirrored them a hundred times hotter. Here on the sea, you could catch a fleeting breath of air now and then under the awning, however, at night, when you were confined to a relatively narrow berth—what physical and mental torture! Courage and patience disappeared, and we paid heavily for our association with this famous voyage through Oceania. But then, everything on earth is a passage of some kind and it is simply a matter of time before the crunch comes; no matter how cruelly one's body is put to the test, after all, it was placed on earth to suffer a great deal of discomfort before it succumbs.

After a couple of weeks, a fresh tradewind revived our spirit. ON the 21st, we found ourselves off Duperrey Island, or as the natives call it, Mogul [Mokil]. A European sailboat steered towards us, carrying two Americans,¹ six natives and a turtle. Their intention was to offer us the turtle, plus other wares. When the offer was accepted, the boat sailed back to the island to get more provisions. I got the Commander's permission to go ashore also. The little group of islands consisted of three low hills, which rested entirely on a bed of coral. At a given signal from the boat, a couple of the many natives assembled on the beach jumped across to us and carried me on their shoulders over the sharp coral reef to the island.

One cannot imagine anything prettier than this coral reef. In the depths under the quiet transparent surface of the water, the most wondrous figures were to be seen; they assumed alternately the shape of flowers then of shrubs, and radiated the most magnificent colors. At the sight of such wonders, a poet spontaneously strikes his chords to tell of fairy castles and the mysterious splendors of the deep.

The island consisted of a single thick grove of coconut trees; vegetation was otherwise scarce. While the natives ran around catching the free-running pigs which were to be sold to the frigate, I and my guides quickly inspected the first island. The naked inhabitants, a very friendly bunch, rowed me in a canoe over the lagoon to the next island where we soon arrived. On the outermost point of it were a number of houses, each standing on four piles, some three meters in height, covered with pandanus leaves. In the middle of these, the two white men had their houses made of bamboo cane. Here we found very simple homes; the wives of the two Americans (one had five, the other only four) were extremely friendly creatures, dressed in cotton blouses with a piece of red material thrown around their shoulders, smoking their small clay pipes, and leading a seemingly harmless, quiet existence free of jealousy. By comparison with the fate of others of their dark-brown sisters, their life was enviable. The islands were originally inhabited by three sizeable tribes, who had killed one another to such an extent that only 87 inhabitants remained at the time. Those remaining possessed numerous herds of pigs and large numbers of chickens. With unbelievable dexterity they catch the turtles that live on the coral reefs, harvest the corn, bananas and taro, and enjoy coconuts and breadfruit in abundance. The two Americans had arrived on a vessel half a year before, had settled in among the good-natured people as masters, took their women at will as temporary wives, and sold their belongings—pigs, chickens and fruits—to passing ships. They often made 40 dollars a month in this trade, but in return for their goods, they gave the islanders only a little tobacco, brandy and some pieces of stuff. Everywhere we see the same arbitrary manner in which the black race is treated by the white. A spacious church attested to the fact that at one time a missionary had been here.

Time did not permit me to stay long in this community, which suffered little from rigid formalities. After the taro roots had been collected, we returned to the first island,

1 Ed. note: Left there by the ship Nile in 1847.

which now seemed to be almost in flames. Indeed, to catch the chickens which had flown up to the tops of the coconut and pandanus trees, they had set fire to piles of wood at the foot of the trees. In this manner, the birds were blinded by the strong light and were easy to catch. In fact, it was a peculiar and beautiful spectacle on this dark evening to see the brown figures running around under the palms with flaming torches, and to hear their cries mingling harmonies with the cackling of the chickens. After I had been carried over the coral reef, I returned to the frigate at 8 o'clock in the evening.

Favored by a brisk wind, we reached Ascension [Pohnpei] early the next morning, but the current against us was so strong that it was close to 9 o'clock before we could shove off in the boat to the island. It is reminiscent of Tahiti, but much less imposing and impressive. On the side where the ship was laying on and off, the whole coast was surrounded by low coral hillocks, and it was so flat here we could not land with the boats, but had to be put ashore by the natives, of whom there were a large number. Our boat was scarcely visible inside the coral reef before the beach teemed with groups of people, and numerous sturdy canoes were sent to meet us. These were painted red and equipped with a small deck in the middle for passengers and goods. While we wandered from hut to hut along the high bank, one collecting plants, another animals, etc., our escort grew continuously; both we and the natives were equally satisfied with this brief and peaceful encounter.

The side of the island where we landed was extremely steep, such that climbing up it presented a great deal of difficulty. This was specially true since the vegetation was so luxuriant and dense that it was almost impossible to penetrate a few meters into the clumps of bushes and trees without the help of sharp and skilfully handled axes and hatchets. It presented nothing unique, in its detail, and provided approximately the same types of vegetation as other volcanic islands in the Pacific. The coconut and the breadfruit trees towered above the entire mass of the rest of the trees, wild sugarcane formed groups that were as thick as they were tall, and on the coasts, the thousand-armed root tree [i.e. mangrove] dropped down its branch roots, covering wide stretches with the shadow of a single individual. Nicely grouped among this rich foliage were huts, some on the beach, some on the hills above. Although they were of the same type as everywhere else in these regions—where a hut is counted on simply to provide protection in a climate which is so beautiful that every bush appears an adequate dwelling place—they were a little different in certain details from those we had seen up to now. On top of a stone wall (lave blocks can be found 1 to 3 meters high all along the beach), were the four walls of woven mats, where narrow windows let in only sparse light, and above which rose a rather pointed roof. The interior had a fireplace sunk rather deeply into the floor, and on both sides of it the house was separated into rooms by low partitions; for the most part, we found the people in them pensive or asleep. The large quantity of children and the small number of women surprised me.

The people appeared peaceable and obliging, had good-natured features and very attractive hair. It was not the custom here, as on most other islands, to wear just a belt

around the hips. In addition to belts, which were very finely crafted in red—red seemed to be their favorite color, such as they preferred “red money” (copper coins) to “white money” (silver)—they also wore loose grass skirts which reached from the hips to the knees. We saw these for the first time on Savage [Niue] Island, and they consisted of soft yellow stalks of grass bound tightly together at the top. Other ornamentation was limited to necklaces of small bones and glass beads; all sorts of trifles were put in the large holes pierced in their earlobes.

For a dollar I rented a canoe and four rowers who brought me across the inlet to one of the royal sovereigns of the island. At the outermost edge of a thick clump of breadfruit trees was a house of the same type as I have just described. At first glance, I took it to be the royal residence, but soon became convinced that it was only a storage shed for the three or four gigantic canoes which doubtless comprised the whole navy of the monarch. A stretch inland from there were three very nice houses of the usual shape; in one of these, I had the honor to meet His Royal Highness. Since I noticed that a small cigar was stuck in the large hole in the lobe of his left ear, I took the liberty of putting a similar cigar into the right one and was rewarded by hearing His Majesty say I was “a very good man.” This was the extent of our entire conversation.

In his complete and commanding nakedness, His Majesty showed himself to be an emaciated old fellow with limp, sleepy, features. Near him was a chieftian, a powerful old hero figure, and a younger one, doubtless the crown prince, who seemed to be very inquisitive; notably, he showed great interest in learning something of the “land of the large ship” whose name was difficult for him to pronounce. Outside by the window, 12 to 14 old chiefs sat in a semi-circle; they were the high dignitaries of the realm, to whom I was gracious enough to pass out cigars. They were all chewing pieces of taro, and seemed to bask in the sunshine of His Majesty’s favor emanating out through the small peep hole which served as a window. The other house contained the queen and the ladies-in-waiting, all of them dried-up figures; and the third contained the young descendants of the respected royal family. None of them displayed the least hint of high birth; the majority glistened with the yellow, evil-smelling coconut oil they had smeared all over their dark-brown skin. Even among these high persons, the same phenomenon was visible that I had noticed in at least three-quarters of the common people, namely, a horrible scaly skin, like dried scabbs, and shapeless swollen legs covered with tumors; this disease (*Elephantiasis*) is very common in these southern regions.

After this visit to one of the Carolinian courts, my canoe took me to another inlet, on whose banks were remarkable ruins that I wanted to see. It was the remains of a spacious building, surrounded by walls that were 10 to 20 meters high and more than 3 meters thick, held together by square basalt columns 23 meters long, under which were a number of side arches and passages. It seemed not to have been finished originally; but in addition, the present remains were partly demolished and overgrown with trees and climbers. It was undeniably something quite unique to find remains of a building like that in a place like this; for whatever reason and by whom it may have been built, it suggested artistic skill, power and size in a land where the natural state reigns in its com-

pletely artless form, where the race of man seems weak and all of nature has maintained its original condition.

I have heard it conjectured that the Chinese had settled here in ancient times and had raised buildings of which only remains were now left. There is no doubt that at that time the Chinese played a more important role outside the borders of their own country than they do now. In any event, the fact that on Ascension there are surprisingly strong walls (even if not cyclopean), certainly merits the attention of archaeologists. Even in terms of natural history, this phenomenon is interesting, specially in comparison with another which is closely related to it. In a broad space around the large building, the area was criss-crossed by a type of canal enclosed in basalt. Were these at one time streets of a city or moats of a fortress? They found a metal cannon there! These ditches were now so shallow that our flat canoe could only be pushed through with difficulty. Had there been some sinking since their first construction, or had they become so shallow through an elevation of the terrain? It is impossible to assume that this place with such masses of stone, was intended to be in its present form, which allows no boat at a distance of a couple of English miles to come near it, and where everything is low and swampy. Rather, everything points to the fact that there must have occurred here one of those revolutions in the interior of the earth which completely change the character of the region.

It would have been very interesting to explore the island more closely in order to discover further indications of ages past. But I had committed myself to be back aboard the frigate by nightfall; therefore, I had to leave the area and all its dark mysteries with no other gain beyond a few curiosities for which I had bartered in the huts.

A group of women occupied in fishing drew my particular attention; wading around barefoot in the water, and completely naked, seemingly not bothered by the coral bed, their dark, well-formed figures contrasted artistically against the white ground, the light blue crystal-clear water and the green foreground of thick clumps of mangroves. With considerable grace they dipped their nets, which were stretched between their hands, down to the bottom of the sea and with great skill brought up a quantity of silvery fish; these were consumed on the spot.

The Caroline islanders are described by everyone as gentle, good-natured creatures, an opinion to which I would also subscribe. Ascension Island is said to have 7,000 inhabitants, divided among four chieftains, who harbor serious enmities that break out into open warfare from time to time. During such incidents, they make use of firearms which are available in abundance. There are supposedly missionaries living among them; their influence is not yet particularly noticeable, however. I was told that the French Catholics who had been driven out of the Sandwich [Hawaiian] Island had taken refuge here, but I was able to learn nothing further of their fate.¹ During our stay at Honolulu, farewell parties were being given for Protestant missionaries, so it is to be expected that these islands can become a stage for all the hate and quarreling which

1 Ed. note: See the short-lived mission of Father Maigret (Doc. 1837C).

Christians of varying denominations have evoked everywhere. That, after all, is the most important reason why their teaching, which stands in such obvious conflict with their mode of behavior, has found so little acceptance. Some Europeans have already settled here. One of them, a German, had fully established himself; he had wives, a house and everything that goes along with that, and had a profitable trade in holothuria [i.e. b}che-de-mer, or trepang], a type of sea animal which, when dried and smoked, is prepared and used by the Chinese as a stimulant, somewhat like our *salep*.¹

[Old shipwreck sighted on Minto Reef]²

I was back on board before 6 o'clock and the voyage continued with due speed. Meanwhile, we were in a neighborhood that required the greatest caution; we were reminded of that by one of those sights which belong to the dark side of a seaman's life, and which serve well to remind men how inadequate their own talents and skill are in leading them safely to their chosen destinations. A cable's length away, we slipped past a circular coral reef on which foamy white waves were breaking, and which encircled a peaceful, light blue lagoon. At one of the corners of this reef stood a dark and menacing shipwreck, which was now smashed and fading. But even in its sinking, it spoke to us vividly of dangers, of unforeseen accidents which can befall a sailor every hour of his life. Although the wreck bore signs of having been deserted a long time ago, our frigate slowly passed close by it, fired a signal shot and continued its course.

When one thinks that 300 years have passed by since these waters were first travelled, and that Europe's great naval powers have spent millions to explore them, it seems unbelievable that even today there still exists so much uncertainty (if not downright ignorance) about these seas and archipelagos. Some islands figure on charts which in reality do not exist; others are erroneously grouped and named, and worst of all, chart-makers are eternally behind when it comes to defining shoals and reefs. The reef I just mentioned, for example, does not appear at all on several charts, while being designated on another as uncertain, and is marked on a third as a rock, in spite of the fact that we clearly observed the foamy breakers during the entire trip.

On Saturday, November 27th, we found ourselves at Guam, one of the southernmost of the Marianas or Ladrones, and the seat of government of the Spanish possessions. Arago described these islands with their heavenly scenery and their charming inhabitants (specially the women) in such glowing terms that we greeted this attractive coast with real pleasure. The island is reminiscent of Madeira, Oahu or Tahiti. In the middle rises a high ridge with a round summit, from which transverse ridges run down towards the shore, where they break up into more isolated hills. In between these hills meander narrow valleys, where the stream-filled ravines are covered with the compact foliage of lush forest vegetation. A fresh crop of grass covers the hills, where only here

1 Ed. note: Flour from the roots of certain orchids.

2 Ed. note: It was that of the ship Shaw. Captain Du Pernet, of 1843.

and there the bare ground gleams through by way of a picturesque change and a break in color. WE anchored at Umatac near a small cliff on which a Spanish flag was waving. One needs no history books to know that Spaniards rule here; you recognize it at first glance at the land. An island which is worth as much as many a principality, with the most magnificent scenery and the most fruitful soil, lies here in the same slumber as the entire nation that rules over it.

Umatac is an excellent harbor with a splendid location for an eventually splendid city. Right now, the shore is outfitted with a miserable village and a few fortifications, intended at one time to have cannon. The village is almost hidden under orange trees laden with golden yellow fruit. The houses are best compared with large bird-cages, joined together with bamboo poles which promote the flow of air superbly; they rest on a floor which rises 1 to 1-1/2 meters above the ground; under it live the pigs and chickens. The whole thing is covered with a roof of pandanus leaves or coconut matting and the interior of the hut is not notable for its luxury either in furniture or in household utensils.

Our overly-romantic mental image of the inhabitants, owing to Arago's descriptions, was miserably reduced to the freezing point. With a rather unpleasant outward appearance, which quite clearly reflects their low mental condition, and with features expressing only indolence and simplicity, they possessed neither the liveliness nor the resilience characteristic of the Spanish, nor the openness which we had found among other islanders. A rosary of glass beads, and once in a while a picture of the Virgin Mary in the huts, marked them as orthodox Catholics. The divine worship in the church, which lacked any sort of attractiveness—the priest not excluded—was accompanied as usual by screeching song, genuflection, the sign of the cross and holy water. But the children who carried the cross singing through the village seemed to make no special impression or arouse any particular attention. Religion here is a dead form.

The island has one city, Agaña, which none of us had reason to see. Kotzebue has described it, and apparently no changes have taken place in this Spanish hole since then, except those occasioned by the decay of human structures through the gnawing tooth of time. It is the residence of the governor, who is sent here from Spain for five years. He receives no payment aside from what he manages to get for himself by appropriating the property of the islanders as his own and selling his humble subjects all sorts of goods at prices which he, as the exclusive monopoly holder on all trade, cares to set.

The natural condition of the island is the same as that of other volcanic islands of Oceania: vegetation which is not exactly variegated but lucuriant (I would almost be tempted to say impenetrable). Once you have worked your way with unbelievable difficulty through those masses of leaves, branches and trunks (between which you literally have to crawl on all fours, always in danger of finding yourself hung up by the tails of your torn clothing), and once you finally reach the heights where the trees stop, then you encounter difficulties of another sort. From a distance, the ridges appear quite smooth, green and inviting; but when you have reached them, with the intention of going further, you find them covered with the thickest clumps of grass, two to three me-

ters high and reed-like, under which you have to push forward in dark subterranean passages, in danger every moment of tearing hands, face and legs on the knife-sharp leaf edges which are covered with the thinnest and sharpest little thorns.

Extremely tired, bleeding, and even worse, with nothing worthwhile for my collections, I had finally gotten over the crest and had come into a valley which was just as overgrown as the other side. The hut on which I had based my hope for lodging turned out to be empty; so we had to go through that valley and climb a new ridge until we found an inhabited hut far above the tree line. It was so narrow that it could scarcely accommodate its own residents, to say nothing of four travellers seeking shelter. It was put together merely of dried leaves and a few poles stuck in the ground in the form of a triangle. However, we had to billet ourselves here the best we could and be satisfied that the upper half of our bodies was under a roof and protected against the rain. Accompanied by a violent storm, the rain came down in torrents and almost made the parts of our bodies outside the hut numb. And yet I will remember that night spent in the pitiful hut on Guam's mountain top with satisfaction. Overflowing with cordiality, the poor inhabitants hurried down into the valley to get firewood so that I could prepare a little tea, and their appreciation for my little gifts of mirrors, necklaces and other such things was moving. I shared my silverware with them, and they took great pains to serve us. They were emphatic in wanting to stay outside themselves, so as to make room for us, and it was very hard to dissuade them from that. At the moment when the sun sank into the sea, they all knelt down before the simple cross which was erected in front of the door to the hut, and began to sing a song; despite its artless tone, it served to attest to the faith which made them so joyous and happy. Later in the evening, when a fifth resident came up the mountain, a young athletic figure, the young Josefa embraced him and welcomed him with heart-felt sincerity. This renewed in me the conviction that happiness can be found anywhere on earth, among rich and poor, educated and uneducated, north and south, everywhere contentedness and truth dwell.

The next day, after I had climbed down the steep mountains and waded through the rain-drenched valleys, I returned to the frigate. Toward evening we weighed anchor near Umatac and left—perhaps forever—that island world which is usually lumped together under the common name of Australia [sic].¹ The voyage from here to China was successful in every way, and it is probable that we will tarry here a while to let the ship be cleaned up and to celebrate Christmas.

...

1 Ed. note: He meant, of course, Oceania.



Native of Puynipet, or Pohnpei, Island.

O2. The narrative of Lieutenant Skogman

Sources: Carl Johan Alfred Skogman. Fregatten 'Eugenies' resa befäl of C. A. Virgin ... (Stockholm, Bonnier, 1854); translated into German by Anton von Etzel as: Erdumsegelung der Königs. Sschwed- ishcen fregatte 'Eugenie' (Berlin, 1856).

Note: Translated into English by Roland Hanewald.

...
[Book 2]

Chapter XII.

Stay at Sydney; voyage from its harbor towards Hong- Kong and visit to Puynipet and Guam.

1852. October 21 to December 7.

...
[We passed] only ten (two Swedish) miles from Single Island, which is listed in all or most British charts, passing less than a quarter of a mile from the recorded position, which is in 5°40' lat. north and 160°49' long. east, according to the chart issued by Hobbs in 1850.¹ It [the island] is thus definitely not in this position and its non-existence is substantiated by its omission in all French nautical charts of more recent date, the French undeniably being the nation that explored this part of the South Seas the most thoroughly.² We shall soon have occasion to elaborate some more on this matter. On the other hand, a tern visiting us on board gave proof that land could not be too far away. Today, we met the only sailing ship encountered throughout the entire voyage between Sydney and Hong Kong, excepting one that hove into view close to the later place. It was an American whaler, a small, dirty barque heading south. The weather lookout and the many boats on board always make it easy to distinguish a whaler from a common merchantman.

On the 21st [of November], we entered the northeast trades at 6° lat. N., with a moderate breeze and the finest weather. The heat was no longer so oppressive, but the temperature of the seawater remained constantly at 28 to 29 degrees. In the morning we sighted the MacAskill's Islands [Pingelap] from the top. They are low and wooded, and shown in their proper position on the French charts. We now set course for that small group of islands called Wellington Islands [Mokil] on British charts, while the French refer to them as the Duperrey Islands, after their discoverer who located them during his expedition on board the corvette **Coquille**. At 2 p.m., we sighted this group and lay

1 Ed. note: This was a position south of Pingelap.

2 At Whampoa the author talked to an English merchant captain who had made several voyages between Sydney and China, having searched in vain for both Shanks Island and Single Island, whereupon he erased them from his charts.

to outside at 4:15 o'clock. The number of islands is three; they are fringed by a coral reef, low, and covered with tall coconut trees. An enormous surf breaks on their weather side, while one may land in perfect safety on the other side, there being a broad channel between the fringing reef and the beach.

Soon a boat headed in our direction from the islands, followed by a number of canoes. There were two American sailors, deserters, in the boat, offering us any refreshments we might wish for, provided their being available on the island. Those were coconuts, taro roots, chickens, pigs and turtles. They demanded three dollars for some handsome large specimens of the latter, and six cents or about eleven shillings imperial money for a pig, per pound of weight of every live animal. Their offer was accepted, whereupon they went straight back ashore to get those items. Student Andersson followed them, learning from those chaps that the island was called Mogal by the natives, which name was also recorded by Duperrey for one of them, while he refers to another as Aura and to the third as Ugay. There is no anchorage. The number of natives is said to be about one hundred. Some of them came on board; they exactly looked like the inhabitants of Stewart [Sikaiana] Islands except for being tattooed some more. Their attire also consisted of only a narrow belt around their loins. Their appearance, demeanor, and way of life betray the greatest gentleness and modesty, these qualities being even more prominent in comparison to the violent ways the two beachcombers happily adopted. These two had monopolized the entire trade with passing ships, and each of them had acquired a little harem of about half a dozen island beauties. Surely the victuals would be much cheaper than the above-mentioned prices by direct trade with the islanders, namely in exchange of knives, cloth and similar items esteemed by people living in their native state. The breadfruit tree thrives in those islands; no ripe fruit could however be found during this season. After receiving a pair of turtles and some piglets, we braced forward at 8 p.m. and headed west for Pouynypet or Ascension [Pohnpei].

Duperrey stayed a good deal of time on Ualan [Kosrae], the easternmost of the Caroline Islands, and determined its longitude by numerous lunar distances. From there he would have had only a three days' sail to those islands bearing his name. Since his five chronometers, although in bad shape, could not have deviated essentially from their computed rate within so short a time, the longitudes of the latter islands arrived at by reckoning must be almost as precise as that of Ualan. The eastern headlong of this group is noted as 159°50' long. E. Our three chronometers came to the respective conclusions of 159°59', 159°50' and 160°7', although the latter reading was set aside from some time in view of a distinctly manifested irregularity in its rate compared to the other two. The longitudes referred to below in reference to some points in the interior of the Caroline Archipelago are solely based on positions arrived at by means of the former chronometers, although the close coincidence with the longitudes of the Duperrey Islands as well as that of Umata (on Guam), determined separately and with great accuracy, shows that nothing other than those comparatively insignificant observational errors can likely be attached to the latitudes between those points determined by us.

The following morning, the 22nd, Pouynipet came in sight just ahead of us; its mountains were however obscured by clouds. At 8 a.m., the frigate hove to on the east side of the islands and both landing boats were launched to take the commander ashore, accompanied by some officers and the scientists. Canoes were already heading out for us and before our boats could stand off, some Indians had already come on board. Among them was a man from Guam who spoke Spanish and showed us the entrance to a good harbor quite close, on the lee side of the frigate. Soon after the commander had left the ship, he came across a large canoe with two Englishmen, one of whom ventured to pilot the **Eugenie** in, assuring us that there would be no problem in tacking against the trade wind and that even whaling barques, which generally do not belong to the fastest of sailing craft, always stood out to sea in this fashion. The commander conveyed this information to his second-in-command, requesting him to let the man, if he appeared reliable under closer scrutiny, take the ship in and anchor there, but the lieutenant considered it best to stay under sail outside the entrance.

The boats meanwhile quickly approached the island and the harbor soon became distinctly visible from the crests of the high swells, but both the frigate as well as the island vanished from sight as we dove into their troughs. North of the entrance of a coral reef, which becomes nearly dry at low tide, extends along the beach, encompassing three narrow, low islands luxuriant with tall coconut trees. The Pacific swells break upon these reefs with formidable might, hurling huge masses of white frothing water far up onto the beach, which is surrounded by coral on all sides. After proceeding for some distance within the outer reef, one encounters very calm water and eventually a large bay opens up before one's eyes, measuring about a quarter of a mile in diameter and being ringed by tall, heavily wooded mountains. At some distance, the mountains rise to a height of from 2 to 3,000 feet in the center of the island, while toward the west a tall conical cliff, red-brown in color, juts up a few thousand feet from the beach, ewharpely contrasting with the dark, rich green surrounding it on all sides. There is a widely broadening anchorage of 5 to 20 fathoms in depth, with a clay bottom, although coral heads rise from below in several places and at a considerable distance from the beach; the latter itself being fringed by reefs to such a degree that we had to search long for a landing in order to avoid having to wade through the water for a good distance and stumble over small upright sections of coral, whose sharp, spiny tips and crags badly maul the clothes and legs of those touching them. However, we finally found a place where the boats could reach the shore, although they fairly had to zigzag their way among the shoals to get there.

The tidal range of the water is said to reach two or three feet, and a few feet more at times. At the time of our visit, low tide occurred at about noon, or three hours after the culmination of the moon; high tide would therefore manifest itself some nine hours after the mentioned phenomenon. We had noticed that high tide at Tahiti always occurred at noon and midnight and it might have been possible that low tide at Pouynipet also occurred at the same hour. Since, however, we were not lucky enough to receive any more information on the conditions prevailing there, it is obvious that the data

about our stay in port are only of little value, and neither have we been able to secure any other data based on sustained observations of conditions among the neighboring islands.

Asides from this harbor, about whose name we were able to learn just as little, but which is called Weather Harbor by visiting whalers, there is another, smaller one at the southwest [sic] side of the island, which is said to be good, although a bit difficult to reach from outside. According to our information it is called Matalina [sic]¹ and is frequented by whalers. Such a vessel was also there during our visit. A native named Goliath is said to be a good and reliable pilot for both harbors. He speaks fairly fluent English and also takes it upon himself to supply the ships with fuels and victuals. The latter consist of chickens, breadfruit, bananas and other fruits common in the islands of the Pacific; there are also good pigs, they say, although not in great number. The breadfruits were not ripe at this time, in the month of November. There is ample access to wood and good water. When the sun is south of the equator, the northeast trade blows fresh and steady, with fine weather prevailing, while during the opposite season westerly winds are common, with murky weather and plenty of rain.

AS we rowed around the bay, we hardly saw a single house, notwithstanding the large number of canoes surrounding us and indicating that there was no shortage of people at this place. The canoes were of the same kind that prevails in all these island groups, i.e. furnished with outriggers, although they were larger and better built than most of the others we had seen thus far, with the possible exception of the large Tongan twin canoes. Some, mainly the larger ones, were painted red, the color having a remarkable similarity with the crimson coats of paint of Swedish country houses. The oars of the natives had pointed blades.

A throng of natives soon gathered at our landing site. In the main they all looked the same, like all Polynesians described by us, although their features already resembled those of actual Malays, with flatter and less protruding noses than those of Tahitians, Tongans and all other islanders, and an essentially frailer and smaller physique. Some had slightly slanted eyes, as is not at all the case among the eastern island groups. Their color was about the same as that of the Inuans or Stewart Islanders. Their attire consisted of a belt, with a narrow maro, such as a short woman's skirt of woven grass, attached. The latter was not at all devoid of special decorations but was rather adorned with fringes of red wool threads, probably the remainder of red woolen shirts bartered from sailors, ripped apart and affixed around the body by means of coconut-fibre strings, ending with tassels of grass and wood. Some of those belts had to be called beautiful, what with their embroidered edges and patterns and woolen fringes and finery of sea-shells fashioned into little rings. The colors were always red, black and light yellow. According to hearsay, those belts had not been made in the island but in China,

1 Ed. note: Kiti, rather than Metalanim.

whence they had been brought by ships trading by so-called trepang or biche-de-mer.¹ Without wishing to obviate this statement, the coconut coir worked into many of them proves that they had probably been made in the islands, and the voyage report of the corvette **Coquille** features illustrations of the tools used to produce them in the nearby island of Ualan. They are of the simplest kind in a natural way and resemble those used by some people of the Swedish districts for haberdashery weaving. Besides from the above-mentioned dress, which is equally being used by both sexes but more than not totally absent and preferably even with the fair sex, various persons wear earrings and necklaces, very prettily fashioned from glass beads, sea-shells, polished platelets of those, or pebbles. WE mentioned the fair sex, but judging by the specimens we saw it does not at all deserve that epithet. All of them were small and short-limbed; their broad faces, compressed eyes, large, misshapen mouths offered naught in the way of beauty, and their physique was even totally devoid of that flourishing opulence we found so common in Tahiti and Tonga. They wore ornaments of diverse nature in their ears, the oddest being some kind of conical, hollow pieces of coconut shell put into holes in their ear-lobes, lengthening the same to such size as to attain at least an inch in diameter. Upon removal of those strange baubles, the ear-lobes then dangle about like torn shreds of meat, affording a disgusting view. All in all, the dress of the women was exactly like that of the men, but a few possessed some cotton clothes, albeit of the same primitive kind. One probably should not exclusively judge the entire population of the island after the limited number of individuals we saw, but it appeared certain to us that the women were equally available here as in islands we previously visited, their men repeating acting brokers and negotiators in this kind of business.

None of the islanders thronging about us carried any weapons. Those are said to comprise spears and slings, but many of the chiefs and richer islanders already own firearms and the people generally seemed to be quite familiar with them. Clubs are not being used at all and bows and arrows are not used either, except as toys. It seems odd that, unlike the brown-red population of Polynesia, the black use this weapon with the greatest of skill and make excellent marksmen. Incidentally, the inhabitants of Pouynypet are said to be of peaceable and gentle mind, but d'Urville reports that he had mention in Guam that the crew of a ship stranded there in 1836 had been killed.²

There were a few huts in the vicinity of our landing site; they were very narrow and their shape similar to those used in Foa, only different insofar as appearing a little higher above the ground. Most were surrounded by small plantations of banana trees-protected by a fence of stakes entwined with coconut coir strings. There was no trace of any industry, but judging by the neatness and tidiness with which belts as well as skirts and the mentioned ornaments had been made, an exceptional degree of skill must be peculiar with these people.

1 A species of holothuria. The former name is Malay, the latter a Portuguese word meaning "animal of the sea."

2 Ed. note: Thi incident had occurred at Yap, not Pohnpei.

Elephantiasis is said to exist in the island and several individuals were in evidence featuring herpetic rashes and festering wounds. A young man showed up whose entire body seemed to be covered with a thick layer of yellowish-green scab, with rough edges and splotches. Several others were affected to a lesser extent, but no elderly person appeared to be totally spared from this loathsome disease. A young man had a finger whose entire outer extremity had turned into a blacking brown lump of the most revolting appearance, and his pitiable aspect evoking our outmost compassion when he asked us for some medicine seemed to prove that the disease caused him considerable torment. We were told that this disease could be easily cured at an early stage by applying the resin exuded by the breadfruit tree, but that the natives, with the greatest of indifference, allowed the rashes and wounds to spread from one part of the body to another.

When we had the opportunity to expand our ramblings, we found the terrain to be rather steep hills, while the soil was composed of rich loam whose slipperiness after the rain of the previous night made walking difficult. The luxuriance of the vegetation surpassed almost everything we had seen before in this respect. The breadfruit tree grew to amazing heights and in some places we walked under such dense leafy canopies that no ray of the sun managed to reach the ground, the floor being moist and soft and the air within these naturally covered arcades muggy and the heat suffocating. WE encountered a sizeable number of birds in the forest, although not of numerous species. The most common one was a magnificent pigeon, whose size was like our own wood pigeon, and a species of parrot radiating the most boastful of colors. We shot some thirty or forty specimens of the former in the course of the day and at least some twenty of the latter, and also bartered a live pair of them from the natives. If we would have had the time to stay here a few days, enabling us to visit the interior also, there would have been a rich harvest of the local productions. There was no danger involved in the outings that we would have undertaken, and inasmuch as there is no yet a full description of the island, or at least none that has reached the public, this would have been of the greatest interest. The extensive coral reefs certainly offer a multitude of marine creatures, while the forests of the interior of the island ought to proffer any number of useful or lesser-known objects. Moreover, ruins have been discovered in the island, reportedly resembling those of Tinian (an island in the Ladrões Group), whose description and depiction would not at all have remained without interest, but unfortunately there was not enough time for a visit. In view of the long distance still to be sailed and the many ports to be visited, an extended stay was not permissible if the expedition was to return to its native shores within the allotted time.

The foregoing has described the access Pouynypet offers to seafarers. Money is thus far hardly used among the natives; anything one asks for, he will get at much lower prices by bartering cloth, iron hardware, ammunition and tobacco. During our stay at this place there was a lively trade in sea-shells, ornaments and other trifles.

As in most other islands of the Pacific Ocean a number of beachcombers have settled at this place, too. Of the thirty reported living here, we only made the acquaintance of two. One of them, formerly a second mate on American whaler, had been here only

a sort time, while the other, an Englishman, had already reached his seventeenth year on the island. He seemed to be a quick-witted and determined fellow, although one should not in general put too much trust in the value of the character of such individuals. Most of them are great rascals and mostly the instigators, or at least the secret motivators of the frequent ambushes and raids on the small vessels plying here, whose purpose in going to those remote backwaters is to engage in the peculiar trade in European wares in exchange for trepang, tortoise-shells, pearls, mother-of-pearl, sandalwood and various small articles of value to them. A Swedish ship, the brigatine **Bull**, out of Stockholm, under Capt. Werngren, has been engaged in this adventurous trade for several years.¹ It is obvious that for the conduct of this business, the master, not only has to have a knowledge of his ship and the customs and character of the inhabitants of the various island groups, but he must also be of resolute mind, combined with proper alertness and caution. Among these captains, one often encounters men of exceptional ability who, for the sake of their own interest, treat the natives justly. But then again, there are frequently those who, unrestrained from all laws and bonds imposed by civic order elsewhere, do not shy away from any means to gain advantages by hook and by crook. D'Urville reports from his last voyage how a Frenchman named Bureau, who had long traded among the Fiji Islands, has allowed a chief, for a large reward, to use his ships for attack on the coasts of his neighbors, and permitted the passengers aboard his vessel to cook and fry the bodies of the slain.² The retribution of this dishonorable act was not long in coming. Together with a great part of his crew, Bureau was killed at the instigation of the same chief on Viti Levu, and his vessel plundered. Reasoning that impunity for this atrocity would have encouraged the islanders to commit more murders, d'Urville saw to it that Piva, the main settlement of said chief located on a small island of the same name on the east coast of Viti Levu, was obliterated.

Asides from the foreigners actually residing on the island, there was presently also a German named Overbeck, who occupied himself in fishing for trepang close to the harbor, willingly assisted by the natives on low pay. According to the above-mentioned Englishman, there are also some American missionaries, whose holy works have not, however, been crowned by great success. The Catholic missionaries Bachelor and Short [sic] mentioned in the previous chapter came here after being exiled from the Hawaiian Islands at the end of the 1830s. However, Bachelor did not reach the island, dying on the way here, and the fate of Short has remained unknown to us.³

Pouynypet almost a square of barely two Swedish miles to each side and is said to be divided into five small kingdoms under different chiefs or rulers. The population is reportedly in excess of three thousand. The shores are fringed on all sides by coral reefs, among which several stick out from the sea as small islands. At a short distance in the southwest and northwest, there are two so-called atolls, or circular coral reefs encir-

1 Ed. note: Capt. Werngren spent 5 months at Pohnpei in 1843.

2 *Voyage au Pole Sud*, IV, 171-190. The event took place in 1834.

3 Ed. note: See Doc 1837C for Father Maigret's story.

cling a lagoon; both merely display a few lumps of land above the water surface. The thoroughness of the details shown on the charts of the Caroline Islands issued by engineer-hydrographer Vincendon Dumoulin in 1847, certainly making it one of the best charts, proves that in respect to hydrography, the island must have been closely surveyed at some instance, but we did not manage to find out by whom.¹ Neither Freycinet, Duperrey nor d'Urville had visited it, and although we did not get a glimpse at Lutke's voyage, we are convinced that this navigator did not even see the island.² We quickly scanned several tables of geographic locations without finding any reference to its position. There is one such table in Gehler's Physical Dictionary worked by Lit-trow in 1843, which includes sixty points within the Caroline Archipelago, but there is not one among them that would stand for Pouynypet. Upon our return to Stockholm we finally found its position in an essay dated 1828,³ with Riddle as authority, at 6°53' lat. N., and 158°53' long. E, and in Norie's Navigation at 158°25' long. E., without any mention of any authority. Since no particular point of the island has been specified, we shall take for granted that these two assumptions are for its center. Vincendon Dumoulin refers to the same latitude, but to 158°1' E. This longitude may however be considered as correlating with the former, because the observations were done on board ship and the error in the presumed distance from the island may have caused the insignificant difference. On the other hand, errors in observation will not cause a deviation of 21 degrees in longitude, mainly inasmuch as our chronometers coincided with those longitudes, as we had seen the day before at the Duperrey Islands, whose position may rightfully be called fixed. We therefore venture to voice the opinion that the position we arrived at is more precise than any reported before and only deplore our ignorance of the sources of the above-mentioned charts. As far as we know, no English expedition has visited this archipelago as yet.

At sunrise all our boats and their passengers were back on board, whereupon we sailed along the south coast of the island and headed for point to the south of an island called San Agustin [Oroluk] on the Vincendon Dumoulin chart, whose reef extends far south and is called Bajo Triste. During the morning of the 23rd, we encountered some rain showers, the wind remaining weak and unsteady. At noon, Pouynypet was still visible at a distance of fifty, rather nine Swedish, miles.

[Oroluk]

One hour past midnight, on the 24th, we had already passed the meridian of San Agustin and we changed course to NW and to NW1/2W, a direction that would, as per the chart, lead the frigate out of all dangers. The breeze was now fresh and the frigate made good speed. Just as the day began to dawn, the officer on duty, First Lieutenant Fries, sighted something ahead of us that looked like a canoe; but with surf becoming

1 Ed. note: See the survey made by Rosamell in 1840 (Doc. 1840B).

2 Ed. note: He did, in 1828.

3 *Table des principales positions géométriques*, by Coulier, Paris, 1828.

evident right afterward, the perceived object turned out to be an upright piece of coral, with more such lumps soon becoming visible. We at once shortened sail and changed to a more westerly tack, in order to follow the edge of the reef. Within a short time we also sighted a little wooded island on the western end of the reef, which stayed within sight until noon. We must say a few more words about those shoals, although such accounts may not be of interest to the majority of our readers.

On the chart of Vincendon Dumoulin, which he issued in 1847, San Agustin is shown in 7°45' lat. N. and 155°55' long. E. The same position can be found in the above-mentioned table of positions in Gehler's Dictionary, with Duperrey noted as authority, whose voyage aboard the corvette **Coquille**, however, did not take him within sight of either the shoals or the island, but rather confined himself to making reference to some reports from the previous century. The same table included a shoal named Bordelaise in 7°37' lat. N. and 155°5' long. E., which is not in the chart by Vincendon Dumoulin. San Agustin and its reef are omitted in the chart of the Englishman Hobbs of 1850, although Bordelaise is shown in the position given in Gehler's table. We thus have three conflicting authorities, the first of whom assumes the existence of a shoal, while the second believes that there are two, and the third, only one, which however is not the same as the first. According to our chronometers, the island sighted by us is located in 7°40' lat. N. 155°10' long. E., if the small island does not correspond with the Boerdelaise Shoal, while both the position of the reef relative to the island and its shape bear a decided similarity with the island of San Agustin and Bajo Triste on the chart of Vincendon Dumoulin. The two shoals in question are probably the same, and its position, as given by us, cannot be much affected by significant errors. The reef extends to the southeast from the island, then turns NNE, and seems to have a wide opening in the latter direction. We could not verify its dimension, at least not to a great degree of certainty. It is mostly not visible above water, and exhibits only a few small knools in some places only. The surf breaks with particular force upon the section along which we sailed.

At 2:45 p.m., we sighted a ship from the fore topmast, and shortly after we noticed breakers dead ahead. It did not take long for both to become visible from the main deck. The ship looked rather strange. Some took it for a vessel stranded on the reef [Minto], while others thought it was only a large canoe. We quickly closed in, and headed for the reef, where, alas, the erstwhile view turned out to be correct. Amid the surf on the southwestern end of a wide expanse of reef, there was the wreck of a ship, with her bow pointing southeast and her bowprit high in the air, while her stern was submerged. Stumps of the masts still stood upright, and some minor spars were strewn across her deck. The rails were partly smashed to pieces and the boards mostly washed away. The vessel had probably hit the reef some distance to the south of the wreck, where it formed a small upright hump, the nature of which we could not make up with certainty. The frigate fired a shot, to attract the attention of people who might still be on board, but no signs of any living being was discernible. We later learned at Canton that the vessel had come to grief there earlier in the year and that the crew had saved themselves in their boats.

This reef does not appear on any English charts, but on the often-cited chart of Vincendon Dumoulin, it is marked as a shoal named Dunkin Reef, and its position given as 8°8' lat. N. and 154°34' long. E. Inasmuch as not only the position but even the existence has been noted as doubtful, the former cannot lay claim to any reliability. Assuming that the reef has a diameter of six to eight (1 to 1-1/2 Swedish) miles, which estimate cannot be very erroneous, its center would be in 8°10' lat. N. and 154°18' long. E.¹ The difference between the longitude on the chart and the one determined by us is thus the same as the one found at Pouynypet. This reef must not be mistaken with another of the same name located one degree further north, whose position is marked as doubtful by Vincendon Dumoulin. It was a most interesting example of a circular reef. Besides the above-mentioned small lump of land near the wreck, no part of it was visible above the water. From the tops we could distinctly distinguish the winding contours of the fringing reef by the line of frothing surf, because the blindingly-white foam formed a sharp contrast between the dark-blue color of the sea and the lighter blue prevailing within the lagoon. Many projecting outcrops and branches actually made the shape of the reef quite irregular, and a large opening could be seen toward the southwest. A ship, at least one of medium size, would no doubt be able to enter this lagoon. How dangerous this shoal must be to navigation will be obvious to anyone, even a person who has never sailed the seas in his life. In a dark night, or during murky weather, the breakers might not be seen over long distances, and it may be impossible to judge at the spur of the moment which side to turn to, in order to regain deep water.

After luckily passing this dangerous spot, we set our course to pass between the large Dunkin Reef and the low, coral-fringed Murilo group. By noon we were, according to our reckoning, beyond the dangerous, though well-known archipelago of the Caroline Islands. We had again fair weather ahead of us as far as our next port of call, Guam, the southernmost of the Ladrones or Mariana Islands. Throughout the past two days, the 23rd and 24th of November, no current whatsoever could be perceived.

With a fresh northeasterly breeze and with all possible canvas spread, we rapidly approached Guam. Between the 25th and 27th the current set us to the WSW at a rate of about fifteen (or 2-1/2 Swedish) miles within 24 hours. At daybreak of the latter day, Guam, tall and green, presented itself to our eyes. Soon we rounded the small, luxuriant islets lying off the south point of the island, steering by its lee and making short tacks to reach the roads of Umata, where we dropped anchor at 9:15 p.m., in 13 fathoms water and sandy bottom, at a point where the west point of the island bore NNW 1/2 W and the flag-pole on the north side of the bay bore E by N. This anchorage, though open on three sides, may be considered quite safe for most of the year. In the event that the wind, which makes itself felt between July and November, should blow hard from the west or north, there is no problem in putting out to sea, if only it be done quickly enough. There is no much swell and the distance to the landing is very short,

1 Ed. note: This indeed corresponds to Minto Reef, whereas Dunkin was another name for Nukuoro.

even in the deepest portions of the bay. Freycinet determined the position of the church of Umata by means of a great number of lunar distances to be $144^{\circ}40'19''$ long. E. Our chronometers gave us $144^{\circ}38'$, meaning that our fixes made in the interior of the Caroline Archipelago cannot reasonably be questioned, although naturally there might be some minor observational errors which are inseparable from the use of the visual horizon and other vexing circumstances.

The rapid development of Australia will naturally entail a lively trade between it and China. A better knowledge of the Caroline island group will thus be an object of utmost importance. There is still quite a bit of work to be done, as we have seen, until such knowledge is complete. Thus far the French navigators have been all but the only ones who directed their attention to this part of the globe, but even they did not fully explore this widely scattered group to its full extent. Wilkes intended to dedicate some of his time, but the vessel he had sent out was prevented from completing its mission because of calms and other hindrances. Since it can now be said that one of England's trade routes will cross this archipelago, we are inclined to bet that it will not be long before it becomes fully known.¹

The frigate had hardly dropped anchor at Umata when a small boat was rowed out to us from the bay, carrying a small gentleman in European garb. He was the district official, demanding a painstaking account of us, to the effect that whence the frigate came and where she was bound, how many cannon and how many crew she had, and various questions of this ilk. The chap seemed to be a pious soul, and was extremely civil; his outward appearance betrayed a strong admixture of Malay blood. As soon as he had gone ashore, our boats were launched and everyone hurried to have a good look at that island and its people so poetically described by Jacques Arago in his *Voyage Round the World*.

Landing is easy at the bottom of Umata Bay, which is formed by steep-to cliffs projecting out in opposite directions. On top of them are some minor redoubts, armed with even more ruined and totally useless cannon, which reflects the Spanish war potential. On one of the forts billowed the red-and-yellow Spanish flag. The first thing seen upon landing is the village church, a primitive building in miserable shape. By following the path that leads past it, one will reach a little bridge over a stream, with the so-called palacio on the other side, this being the residence of the Gobernadorcillo, which is devoid, both inside and out, of anything that would justify the proud title bestowed upon it. After passing the palace, one enters the village of Uata, an assembly of dirty bamboo shacks, which however boasts of a location vying with the apex of beauty we had thus far seen during our voyage. It has been built on a narrow strip of land between the sea and some sharply-rising mountains, densely wooded. The houses are shaded by orange and lemon trees, coconut and breadfruit trees. In the middle of the village there rises an enormous acacia tree, spreading its slender branches with fine, sih-

1 Ed. note: The author could have mentioned the work of Captain Cheyne, and his *Sailing Directions*.

iny leaves in all directions. The houses are similar to those common in Pouynypet, but larger in size. All of them stand high off the ground. At the north end, of the village, there is a road that leads to Agaña, the capital of the island. The distance is about two Swedish miles and the road is described as good. Inasmuch as horses and mules are rather rare hereabouts, there is no mode of transportation other than atop a cow or bull, unless one settles for walking all the way. It is also oossible to travel by sea, but the frigates's boats were busy elsewhere and moreover the time allotted for our stay was too oshort to allow us to visit Agaña with any delight or benefit. WE thus contented ourselves with some ramblings in the vicinity of Umata. Yet before describing what we saw during that process, we shall talk about the 300 residents of the village, their appearance and customs.

Although the veracity of Arago—the travel writer ad not his brother, the brilliant, only recently deceased scholar—is not being held in the highest of esteem, we expected and hoped to see something of the same sort, perhaps a match for Mariquita and Dolorida, so romantically described by him. Yet this expectation was deceived in the most devastating way, because an assembly of uglier witches than those met here can only be imagined at great pains. Guam's inhabitants are Malays, but the similarity with the Polynesias is obvious nevertheless, making them appear as the central link between those and the actual Malays, as is also the case with the population of Pouynypet, as already mentioned. Here one observes a flatter, les protruding nose, smaller eyes, high cheekbones and a wider mouth than we had become accustomed to seeing thus far in the Pacific islands. One will also seek invain for the athletic build of the men or the beautiful shapes of the women, which, \although not generally evidnet, are qite common there. All of Guam's daughters whom we had the opportunity of seeing, young as well as old, were of revolting ugliness, the disgusting custom of chewing betel turning the teeth blackish- brown and making the lips look like they had been bitten off and bloody, added nothing to embellish their mouths, which are not very pleasing and inviting to begin with. Their dress consists of a skirt, mostly a piece of checkered cloth of lour colors, and a short jacket with the sleeves down to the wrists. Since not a single piece of linen is worn under this dress, the red-brown or tawny color of the naked body is commonly seen through the larger and smaller gaps they expose to view, and since the jacket is rarely buttoned up, one cannot avoid, with the best intentions in the world, to perceive mucho more than e, in spite of the enormous advances of our time, could reconcile with our sense of decency. At times, the jacket is even missing completely. The men look less forbidding than the women, without however being able to lay claim to a half-pleasing outward appearance. Their attire consists of a shirt, a pair of more or less ragged trousers, and a straw hat, or the dislike hat common or othe East Indies Archipelago.

The Ladrones Islands are ruled by a governor who is under the supreme command of the Governor General in Manila. He resides in Aga, 164a, a town of 5,000 inhabitants located approximately in the center of the island's west coast. He has a force of about 100 soldiers under his command, mostly selected from troops recruited in Luzon.

The various districts into which the island is divided are ruled by *gubernadorcillos*, who are elected, like some other public servants, by the residents of the district. Farther below in our travelogue, upon arriving at Manila, we shall give some more details about this type of organization, which is represented in all Spanish East Indian possessions and certainly cannot be accused of harshness or cruelty. The entire population of the island is said to number about 7,000 individuals, all Christian since the end of the 17th century. The clergy is composed of four curates and their assistants, with the head priest residing at Agaña exercising some sort of episcopal authority over the others. Of course, one cannot expect great knowledge or great enlightenment from Spanish Catholic priests in this remote corner of the world. Most of the members of the local clergy are said to only think of living a good life and to enrich themselves, while the rest of the people live in utter ignorance and poverty.

In former times the residents of Guam had no right to engage in any kind of trade, this being a monopoly of the government, with the governors being expert at making the greatest profits for their own account. From the mid-1820s, however, trading has been liberalized by law, but public servants and priests are said to manage quite well to divide among themselves the basically petty business carried out from here. The link with Manila is not very active, and there is not a single person in the whole island able to live from trade alone. The natives buy those few goods they need for their livelihood, partly from the whalers visiting Guam from time to time, partly from the store of the royal government established at Agaña, where cloth and other necessities are kept in stock for the islanders at non-profit prices fixed at rates to cover their purchase costs at Manila plus the transport costs. Almost all kinds of silver coins are in circulation. Seafarers may acquire, at moderate prices, cows, pigs, chickens, and fighting cocks, fish and various fruits amply produced on the island. If the indolence of the islanders had not reached an unimaginable height, the place would be much sought after as a recreational stopover for the numerous sailing vessels, which could easily stock up on the best water at Umata here the rich supply from a creek streaming down from the mountains would simply have to be scooped up. The climate is healthy, but some sort of leprosy is prevalent among the natives, although not by far to the horrible extent one would expect on account of Arago's descriptions.

The hunting trips we undertook in the vicinity of Umata did not yield much. Only a few birds were seen and even a fewer number were shot. The difficulties imposed by the rough terrain and the dense forest are great obstacles to hunting, the birds concealed among the leafy canopies of other trees being invisible, and once shot, one cannot expect to recover them from the underbrush or thick grass. Such was the case, for instance, with a bat having a wing span of at least one ell. It was hit in mid-flight and dropped straight down, but could not be found in spite of a long and thorough search of the underbrush. In the island's interior there are pigeons in great numbers, they say, and deer are commonly encountered. The latter animal genera were introduced by the Spaniards. The inhabitants hunt them in such a manner as to lie in wait for them at their drinking places. We saw some deer being taken to Umata, but their state of decay had

already advanced so much that, by our standards, the meat could hardly be eaten any more. In this climate, 24 hours are more than sufficient to induce putrefaction.

Even if the hunt as such was rather unrewarding, we were able to enjoy a good look at the island during our hikes. Except for the road to Agaa, there were only narrow forest trails. Diverting from them would result into virtual labyrinths of trees, bushes and rotten tree trunks, among which obstacles one can make progress only with great effort and will soon become tired, in temperatures of 30 degrees. From the sea one perceives several places that seem to be open and accessible, but upon reaching them, one finds them to be overgrown with thick clusters of dry grasses, two to four ells in height, making them virtually unpenetrable. Along the basin of the stream which empties to the south of the village, there is some truly majestic vegetation and a ramble through it is very worthwhile. Close to the beach one encounters a grove of enormous bamboo clumps, followed by taro patches surrounded by coconut trees. Above those the stream becomes so narrow, its bed so confined and its flanks so steep that one is well advised to walk through the water, unless one puts up with a wide detour across the mountains. Palms and breadfruit trees grow along the banks, intertwined with bushes and creeping plants. The stream's water is of excellent quality and quite cool, rendering a bath most refreshing for us. The ground is composed of grass and sand. We saw a good number of little fishes in a couple of places; they were very lively but shy and hid among the clumps of grass hanging down from the shore.

Our limited time did not permit a longer stay. At sunset of the 28th, the **Eugenie** left Guam. A fresh wind blew from the northeast, with fine weather, but in the evenings distant lightning could be seen. We now briskly departed the waters of the Pacific Ocean, in which we had sojourned for ten months, but had never anything that might have been called a hard blow, with the exception of a number of squalls and a quickly passing storm between the Tonga Islands and Sydney.

On the 1st of December, the birthday of His Majesty our King Oakar, we organized again, like last year, a festivity on board the **Eugenie** in the form of a dinner given by the commander for his staff officers. On the following day already, the air began to assume a very different look from that shown before; thick cloud masses could be seen on all points of the horizon and the wind turned into a stiff breeze from the NNE. There was no current of any consequence. In the afternoon of the 4th, the high Bashi Islands were sighted, enveloped in thick, densely layered clouds. The temperature of the sea, having read 28 degrees at Guam, had decreased to about 25 degrees, and neither was the air any warmer. Between 9 and 10 p.m., the **Eugenie** left the Pacific Ocean through the channel between Sabtang and Balintang, entering the China Sea, which would soon remind us that the days of fine weather and rest were over.

...

O3. Scientific observations—Hydrography and meteorology, by Lieut. Skogman

Source: Skogman's Narrative, Part 2, Section 3.—Physics. Part 1: Hydrography and meteorology.

Editor's note: Part 2 of the volume on Physics contained the magnetic observations, recorded by Skogman and Johansson. The later was replaced, after his death, by A. J. Ångström, who edited this particular volume. The extract below was translated by me.

Hydrographic notices, by Baron C. J. Skogman.

...

The crossing from Sydney to Hong-Kong.—Oct. 31 to Dec. 7.

The track of the frigate took us between the Seringapatam and Middleton Reefs, to the west of Middleton Island and New Caledonia, between the Santa Cruz Archipelago and the Solomon Islands, then, after crossing the Equator in 160° E. of Paris (162° E. of Greenwich), through the Carolines and the Marianas, and through the Bashi Islands. During the 37 days that the crossing lasted, a total of three days were lost either becalmed or anchored at various islands; therefore, the voyage took only 34 days, and covered a distance of about 1,900 leagues or 5,700 nautical miles.

We left Sydney with a fresh wind from S.S.E., which soon veered to S.E. and E.S.E. and slackened a little, with fair weather that accompanied us as far as the latitude of 4° S. Between this parallel and that of 6° N., we met with weak and variable winds, accompanied with a few squalls of rain—a much smaller number than we had expected. The dead calms were not very frequent either, as the total time spent becalmed amounted to 36 hours only, although we spent eleven days to cross this zone of ten degrees. Beyond 6° N., the N.E. tradewind blew very fresh, except for two or three days while we were in the Caroline Archipelago. We had hardly reached the China Sea when one of the blasts of wind that are so frequent in that neighborhood reminded us that we had left the so-called Pacific Ocean, but it did not last long.

From Sydney as far as the Tropic, the current ran towards the N.61°W., with an average speed of 19' [=miles] per day; it is the continuation of the Rossel Current. Between the Tropic and the latitude of 5° S., its direction was towards S. 47°W., its average speed 18'; one day, between 12° and 8°, it was 36'. Between 2° S. and the Equator, we felt the influence of the equatorial counter-current, running E, at a speed of 64' in 48 hours, and after a few days when the current was rather strong but variable in direction, we again felt it between 3° and 6° N., bearing N.68°E. and making 94' in three days.

It is therefore very probable that this very remarkable counter-current covers the whole of the Pacific Ocean, although subject to local variations and periodic changes in direction that would depend on the seasons, and perhaps also subject to occasional interruptions. After what we have shown, it seems that it cannot be reasonably doubted that the current do extend from the western limits of the great ocean as far as the coast of America.

According to the narratives of all navigators, the crossings that we have just made, i.e. the part of the Pacific located between the N.E. coast of Australia and the Caroline Archipelago, are subject to violent currents and sometimes, at least apparently, they are rather capricious.

Nearing Puynipet [Pohnpei], during two days, we did not feel any effect from the current, but between the Carolines and Guam it bore S.60°W at 15' per day. Between Guam and the Bashi Islands, it was hardly noticeable.

During the blast of wind that I mentioned earlier, the current bore about 30' per day towards the N., that is, about directly into the wind, which made for an extremely bumpy ride. Near the coast of China, its direction seems to have followed that of the wind, but the sky conditions did not allow us to make observations.

As far as the **temperature** of the sea, it must be mentioned that, during the four days that the current ran northwestward, it hardly rose from 19° to just above 21°, although the frigate had reduced its latitude by 10° during that time; however, from the point where the currents began to bear southwestward, the thermometer showed an increase in temperature from 21° to 26°, although the decrease in latitude was equal to the former. Between 10° S. and 17° N., the temperature of the sea never went below 27°,8 and on days when we were becalmed it sometimes went up to 21°. Between 17° N. and China, it gradually decreased to 23£, until it reached 20° on the coast of China.

It seems obvious to me that in a neighborhood such as I have just named, currents can run in different directions, even opposite ones, without the temperature of the sea being affected, because either one of these currents are rather localized, not originating or terminating very far off. The thermometer, which can be useful to show or confirm the position of the limits of certain currents, specially those that come from afar and are not too far from the meridian, cannot therefore give information on the behavior of others. I believe that I have shown that the limits of the equatorial counter-current in the Pacific, though it covers a huge space, are not well defined with regard to water temperatures, not as well defined as its movement.

There remains for me to say a few words regarding the **islands** that we saw during our crossing. First of all, to put the reader at ease with regards to our calculations, let me give the longitude of the so-called palace at Umatac, derived from our Chronometer on the 27th and 28th of November, with reference to the position of the observatory of Paramata...

Longitude of the palace	142°18'25" E. Paris (144°38'47" Gr.)
idem, from the Voyage of Dumont d'Urville in 1826-28	142°17'44" E. P.
idem, from Vincendon-Dumoulin, from the second Voyage of d'Urville	142°19'57" E. P.

As can be seen, the difference is very small. The longitudes that we will now give for other points along our track between Sydney and Hong Kong must therefore deserve full confidence. If one accepts the longitude of Umatac as that stated by Vincendon-Dumoulin in preference with any other, it follows that one should apply a correction

of +1'32" to our calculations, rather a part of this quantity, depending on the elapsed time between our departure from Sydney to the position in question (supposing, of course, that our position for Sydney is considered exact). Given that such corrections are easy to make, for anyone who needs them, we omit them here; besides, some people may even doubt the accuracy of the positions given to Paramata and Umatac, although they may be subject to very negligible errors. If one prefers the average of the two longitudes for Umatac, the correction in question would be only 25', and this is completely unnecessary, because observations made at sea do not have that much precision.

...

By the way, I will note also the various longitudes given to Mount Crozet [rather Crocker, now Fenkol] on Ualan [Kosrae] Island, because it is used as a reference point for the positions of most of the Caroline Islands.

	E. of Paris	E. of Greenwich
Longitude given by Duperrey	160°42'27"	163°2'49"
Given by Lütke	160°45'38"	143°6'0"
Chart of the Carolines by Vinc.-Dumoulin, 1847	160°32'30"	162°52'52"
Chart of the Pacific by same man, 1845	160°45'0"	153°5'22"

On 21 November, our chronometers give, for the western part of Duperrey [Mokil] Islands, a longitude of 157°29'15" E. of Paris (1259°49'37" Gr.); which is exactly that given by Duperrey (157°29') as well as by the two above-mentioned charts by Vincendon-Dumoulin.¹

The longitudes of Puynipet or Bonibey [Pohnpei] Island (called Ascension by the U.S. whalers) differ considerably according to the various authorities. On the charts by Vincendon-Dumoulin, the longitude of the highest peak, called Monte Santo by Lütke, and Mount Tolocolme on the map made by the officers of the French corvette **Danaïde** in 1840, is given (minus the seconds) as follows:

.....	156°0' E.P.	158°20' Gr.
On Lütke's chart	156°2' P	148°22' Gr.
On the chart by the Danaïde	155°49' P.	158°9' Gr.
Our own long. on 23 Nov. by Chron.	155°45' P.	158°6' Gr.
According to Riddle (1828) in the tables of positions of Mr. Coulier, under the name of Ascension	156°33' P.	148°33' Gr.

[Who re-discovered Pohnpei in modern times?]

If the existence of this beautiful island was not generally known before its discovery by Lütke on 13 February 1828, it is at least very probable, if not certain, that it had been visited, before that time, by U.S. whalers, because it already appeared in tables of

1 Ed. note: They were all two minutes too far East.

positions published that same year, though under a different name than that given by Lütke, though placed on a very different longitudes, much farther from true than that assigned by that able navigator.¹

[Oroluk]

After we were becalmed in the lee of Puynipet Island, we steered due west until midnight of 24 November; we were then on the meridian given to a reef called Baxo Triste on the 1847 chart of the Carolines [by Dumoulin], and we steered N.53°W. At daybreak, the officer on the watch notices some breakers ahead of the frigate. He immediately veered W. and reduced sail, after which we followed the southern part of the reef until it ended. WE then steered N.48°W., but soon sighted a small island to the northward. It is located on the N.W. corner of the reef; we were abreast of it at 10:15 that morning. It can be seen from a distance of 15 miles. The position of this reef is:

The southernmost point of the reef ... 7°28' N. 153°03' E.P. 155°23' E.Gr.

The center of the island 7°41' N. 152°51'8" E.P. 155°11'30" E.Gr.

On the chart of the Carolines by Duperrey, San Agustín Island is placed, according to Tompson (1773) in 7°24' N. 154°19' E.P.

On the 1847 chart of Vincendon-Dumoulin ... 7°24' N. 153°15' E.P.

On the chart of Duperrey, Bordelaise Island, seen by Saliz in 1826, is placed at 7°39' N. 152°55' E.P. (155°5' E.Gr.)

Bordelaise I. also appears on many other English charts, e.g. that of Hobbs (1850), but not on that of Vincendon-Dumoulin (1847); however, it is always shown as an isolated island, without a reef.

Given that the position of the island seen by us is in agreement with that of Bordelaise Island, but that the shape and extent of the reef is exactly the same as that attached to San Agustín Island on the chart by Vincendon-Dumoulin, it is probable that these two islands are one and the same.

Lütke looked for San Agustín Island in the position given by Tompson in 1773, but in vain. I was unable to find out which authority was used for the 1847 chart, the best one available for these neighborhoods. In the table of positions by Littrow, given in the "Fysikalischer Wörterbuch" of Gehler, Duperry is quoted as the authority, but the track of the **Coquille** does not go near that island, and, moreover, it is shown on Duperry's chart only with reference to the position given to it in 1773; it was therefore misquoted.

Continuing our route northwestward under full sail, we soon came in sight of the hull of a ship wrecked upon a reef, hardly submerged in all its extent; its shape is approximately circular, although it is made irregular by some points. On its south side, there is an opening, but I cannot say if it is practicable for ships. Since we coasted it

1 Ed. note: It appears, therefore, that the allusion has to do with the table published by Riddle in 1828 which could have benefitted from the measurement made by Lütke. There is no logbook extant in which the initial re-discovery took place, before 1828. It is said that the name Ascension was chosen to counter-balance the other island named Ascension in the Atlantic.

only on its southern and western sides, I cannot give its dimensions with certainty, but, by assigning it a diameter of 6 to 8 miles, I do not think that I would make much of a mistake. The position of the S;E. point, where the ship in question was wrecked, is:

..... 8°7' N. 151°58' E.P. 154°18' E. Gr.

With an approximation that is sufficient for the needs of navigation, I will give the position of the center of the lagoon as:

..... 8°10' N. 151°56' E.P. 154°15' E.Gr.¹

This reef is undoubtedly the same as that named Dunkins, placed on the 1847 chart of Vincendon-Dumoulin in 8°8' N. and 152°14' E. of Paris (154°34' Gr.), and marked as "Doubtful."—We therefore are proud of our small contribution to a better knowledge of the Caroline Archipelago, whose exploration can certainly be said to be incomplete. I need only refer to the larger reef named Dunkins, located to the N.N.W. of that with a similar name but seen by us; the former is located between 9° and 10° and its shape is but imperfectly known.²

Our stopovers at Hong Kong and Whampoa, at Manila, Singapore and Batavia did not offer anything remarkable.

...

1 Ed. note: This position corresponds to Minto Reef. Since its name was not known to most whalers, the site of the shipwreck in question was usually given as having occurred at Oroluk, because the survivors first sought refuge there.

2 Ed. note: A puzzling statement, in view of the fact that the name Dunkin is now associated with Nukuoro Atoll, directly south of Minto Reef. It is also strange that the crew of the *Eugenie* did not come in sight of the Hall Islands on their way to Guam.

Documents 1852P

The brig *Inca* cut off at Nauru in November 1852

Note: According to Hegarty's Addendum, p. 42, the Inca had departed New Bedford, under the command of Captain Thomas D. Barnes, in 1848.

P1. Newspaper reports

Note: These reports are all reproduced in Ward's American Activities, under Nauru. However, the editor of this publication makes the mistake of correcting the name of the brig Inca, changing it to Inga, because he thinks that "the correct name of name of the ship is probably Inga, named for S. H. Ingalls the agent.ø"

In the Salem Gazette of 1 April 1853.

In the ship news column will be found a letter from our correspondent at the Fejee Island. The bark **Maid of Orleans**, of Salem, there reported, has since arrived at Manila, and a letter from a passenger on board gives the following particulars of a disaster to one of the New Bedford whalers:

"As we were on our way here, we passed Pleasant Island. We hove to, and the natives crowded on deck as usual. After a while, some white men came from the opposite side of the island, and informed us that three weeks previous, which would be about the 28th of December, 1852, the American whale ship **Inca**, Capt. Barnes, of New Bedford, had been cut off, at that place. The natives threw the captain, officers, and all or part of the whites who composed her crew, overboard; then robbed the vessel of what they wished, and let her drift away. The natives reported to our informants that three white men were taken ashore and murdered the next day; but as the tribe they lived with were at war with those who had committed the deed, it was not known whether the story was true or not."

"A part of the men were Kanakas, from different islands. The natives spared their lives, and they are on the island still. One of the white men who gave us the information, went on board the **Inca**, and was the first that was thrown overboard. He made his escape in one of the canoes that were alongside. He had formerly been one of the **Inca's** crew, and had left her a year previous to the disaster. The native manifested no hostile feeling towards us, and it was said that their taking of the **Inca** was an act of revenge for former insults.—

In the Daily Mercury, of New Bedford, 10 April 1853.

Note: Identical reports were published in the Boston Daily Times, Daily Evening Union of Newburyport, New Bedford Mercury, Boston Daily Advertiser, and Fall River News. Summary reports were also published in the Boston Daily Atlas, the New England Farmer.

Late Whaling Intelligence.

Reported Capture of Brig **Inga** [sic] of New Bedford, and probable Murder of her crew.—

We have received from Hong Kong the following accounts of the cutting off of the brig **Inga** of New Bedford at Pleasant Island, in November last, and the massacre of her company. It is difficult to say whether entire credence should be given to these reports—which we copy from Hong Kong journals but there are many reasons to fear that the accounts may prove well founded. The following is from the Hong Kong Register:

Shipping News.—The **Bartholomew Gosnold**, Capt. Heustis, American whaler, arrived here on the 7th inst.¹ She reports that she met the **Napoleon** whaler, off Pleasant island, one of the Caroline group, on board of which vessel was a sailor belonging to the crew of the brig **Inga** of New Bedford, Capt. Barnes, who stated that the natives of the above island came on board the **Inga**, under pretence of trading, and attacked and murdered the captain and all the white portion of the crew, with the exception of the narrator. They then plundered the vessel, and attempted to scuttle her, but not being able to do so, they set fire to her. The fire went out, and they likewise failed in an attempt to run the brig on shore, as a strong current and a fresh breeze off the land carried her out to sea. During the stay of the **Bart. Gosnold**, the natives brought off money to the ship for the purchase of tobacco. There were two white men on the island at the time. One of them bought the chronometer of the **Inga** from the natives, and took it on board the **Mohawk**, Capt. Swain, and gave it to him to send to the owners. Since then, one of the two men has arrived [at Hong Kong] in the **John Wells**, of New Bedford, and corroborates the above account.

The statement of the person last mentioned we give below. Capt. Lester of the **Hannibal**, of New London, who reports the same story, adds that **H.M. brig Serpent** had learned the particulars of the occurrence at Wellington's [Mokil] Islands, and that she sailed for the purpose of inquiring into the matter. The following is the statement of George Mayhew, relative to the cutting off of the brig **Inga**, which we copy from the Friend of China newspaper:

"I arrived at Pleasant Island in January 1852, in the brig **Inga**, Capt. Barnes, and by my own request was left ashore there, and remained about twelve months. On the 28th November, 1852, in the forenoon, a vessel hove in sight which I boarded in a canoe (and a crew of natives) and she proved to be the **Inga**. Upon my arrival I found the brig crowded with natives who had left the beach before me. Capt. Barnes came out of the

1 Ed. note: Of New Bedford, voyage 1851-54 (Starbuck, p. 476).

cabin from breakfast as I was getting over the rail, and came to me as soon as he saw me, and asked me if I was any better than when he left me here. After a few more questions as to what was to be had ashore, etc., he told me he was going to tack and stand out to fetch our settlement on the next board, and that he should go and cut the canoes adrift that they were tying astern. He then turned from me and went aft. This was the last I saw of Capt. Barnes. Shortly after he left me I was seized and thrown overboard by the natives. I succeeded in getting on board my canoe, and was obliged to stop there by the natives, who went on plundering the vessel. After taking the light things that were in the vessel, the natives who came with me got into their canoe and paddled ashore. The last time I saw the vessel she was headed to the eastward with all sail on her. When I left the island in the ship **John Wells**, there were two men living on shore belonging to the brig, and who had been spared by the natives, but I had no chance to talk to them. One of them was a white man—the other a native of one of the islands. After cutting off the brig, I was in continual dread of the natives, as they often threatened to take my life, and I determined to leave at the first opportunity. I succeeded in doing so on the 3d of January, 1853, in the **John Wells**, Capt. F. Cross, of New Bedford—and that is all I know in relation to the affair.”

Capt. Heustis also gives the following account of the seizure of the Brig **William Penn**, and murder of her captain, which contains some unpublished particulars:—

The **William Penn**, which was commanded by Capt. Hussey, of Nantucket, formerly of the **Planter**, was engaged in a whaling cruise, after which she was to go to San Francisco. The vessel was manned chiefly by Kanakas, who resolved to capture her and kill the Captain. With this purpose when off Drummond [Tabiteuea], one of them, a boat-steerer, got on top of the house abaft, with a cutting spade. The other natives then made a noise for the purpose of drawing the Captain out of the cabin, and on his coming out the man on the roof cut his head off. The mutineers then attacked the mate, but he, tho' badly wounded, escaped to the forecabin. The mutineers afterwards left in two boats, and landed on Sydenham [Nonuiti] Island. The remainder of the crew assisted the mate, and the brig started for San Francisco. The ring-leaders of the mutineers was afterwards shot by a white man on the island on which they landed, and the two boats were recovered by the captain of the **Herald** of Fairhaven.

The **Friend of China** also reports the arrival at Hong Kong, Feb. 8th, of the Bremen whaler **Averick Heineken**, from Ascension [Pohnpei], Jan. 24. The **A. H.** when at Wellington [Mokil] Island, in the North Pacific, heard that Capt. Brown, formerly of the **Genii**, had been there with a boat, six women and three or four boys, and after remaining there three days, he left for some uninhabited island. While the **A. H.** was at Ascension, the boat came into the weather harbor, but without Capt. Brown, who the crew said they had left on Raven [Ngatik] Island, about sixty miles from Ascension.

In the Boston Daily Advertiser of 25 April 1853.

Whaling Brig Inga of New Bedford.

Captl Taber, of whaleship **Wm. Tell**, of Sag Harbor, writes home Jan. 9 [while at sea in] lat. 2°20' N., long. 165°E.:

“a few days ago we made Pleasant Island, the natives came off to us in their canoes, bringing one white man, a merchant on the Island, with them, who had been on the Island about six years, and stated that the natives had about six weeks before taken the brig **Inga**, of New Bedford, (before reported cut off by the natives), killed the captain, all the officers and all the crew excepting one man,” whose name is not given in the letter. Nothing is said as to the fate of the brig.

In the Daily Mercury, New Bedford, 25 April 1853.

marine Journal.

A letter from Capt. James Taber, of the ship **Wm. Tell**, of Sag Harbor, dated at Sea, Jan. 10 [in] lat. 2£40' N., long. 166° E., reports her with 1800 bbls. wh. oil on board, to leave soon for Ladrone [Mariana] Islands, to recruit for the Yellow and Arctic seas. Capt. Taber writes:

“I made Pleasant Island six days ago, (Jan. 4) and when 15 miles distant, some two hundred natives with one white man came off to the ship. The white man informed me that the natives six weeks before, had taken the brig **Inga**, of New Bedford, and massacred all hands, with the exception of one white man, who was then on the Island.”

In the Daily Mercury, New Bedford, 26 April 1853.

The Pacific Whaling Fleet.

The Pacific whaleships of which some doubts were entertained whether they would this winter rendezvous at Hong Kong, are now fast arriving, five having come into port within the past week. On board one of them, the **John Wells**, is a seaman named George Mayhew, who reports that he had belonged to the American whaler **Inga**, but had been left by his own desire on shore at Pleasant Island. On the 28th of November, the vessel returned, and he went off to her in a canoe, and while comversing with the captain, was seized by the natives and thrown overboard, but managed to get into his canoe, whence he saw the natives pillaging the ship. What became of the captain and crew he says he does not know, and the last he saw of the ship she was beating away round a headland under full sail.

Capt. Webster, late of the ship **William Penn**, which he left at Caroline Islands fitting out for a cruise, informed us that he has since heard of a native crew having mutinied at Kingmill's Group, and killed the captain, steward and cook. The mate, Mr. Nelson, was badly wounded, but managed to take the ship on to Ocean [Banaba] Island, where he got assistance to proceed to San Francisco. Capt. Webster leaves for California in a few days in the **Mary Adams**.

There is also a rumor afloat of a Sydney whaling brig having been cut off by the natives, and Mayhew says that they had expressed a determination to seize every vessel they could overpower. This may be in retaliation for injuries inflicted; but whether or no, it is to be hoped a ship-of-war will be despatched to the islands to inquire into and put a stop to this wholesale massacre. The present occasion more immediately concerns the Americans; but should they shirk the duty, we trust the British will undertake it.

In the Daily Evening Standard, New Bedford, 21 March 1854.

Marine Intelligence.

Ship **Republic**, Austin, of Bremen,¹ reports having fallen in with brig **Inga**, of New Bedford (before rep. as having been cut off by the natives off Pleasant Island) March 1853, in a disabled condition, having one white man and two natives on board—took off the men and 50 bbls. oil, provisions, etc. The men were totally ignorant of their position, not being acquainted with navigation. The vessel had lost both masts in a hurricane, and was leaking badly, was sailing under jury masts anyway the wind might take them. Capt. Austin took a minute account from the white man, and forwarded it to the United States by bark **Pilot**, of Boston, which has not yet arrived.

In the Boston Daily Advertiser, 20 June 1854.

Disasters.

The agent of whaling brig **Inga**, of New Bedford, which was cut off at Pleasant Island in 1852, has received a more particular account of her having been fallen in with by Capt. Austin, of Bremen whale ship **Republic**.

Capt. A. took out everything valuable that could easily be removed and set the hull on fire.

In the Republic Standard, New Bedford, 22 June 1854.

Note: Similar reports published in the Daily Mercury, ooston Morning Post, New England Farmer, and Boston Post,

Seth H. Ingalls, Esq., agent of the late whaling brig **Inga**, of this port, has received official information from B. F. Angel, Esq., United States Consl at Sandwich Islands, confirming the report of the loss of the Brig **Inga**, as having been cut off at Pleasant Island, by the natives, sometime in the Fall of 1852, and that all the crew then on board were murdered, knocked or driven overboard by the natives or drowned, except one white man, J. T. Blair, and two natives from Byron's [Nukunau] Island. Blair states that he and the two natives with him were knocked or driven oberboard and remained in the water until evening, when they swam to the brig, and found that she was then

1 Ed. note: Rather the Repoublik, Capt. Austen. This report was made by a Mr. Wills, an officer aboard this ship, according to another report published in the New England Farmer, Boston, 25 March 1853.

abandoned by the natives, and that they had taken many valuable articles from the brig with them. He also states that previous to his being knocked overboard, he saw a number of the officers and crew also knocked and driven overboard. Capt. Austin, of the Bremen whaleship **Republic**, states that he fell in with the brig **Inga**, March 14th, 1853, in lat. 15°45' N., long. 170° E. in a leaking condition, masts and rigging having been cut away, and that he found one white man and two natives only on board. He took from the brig all that could be easily removed that was valuable and then set the hull on fire.

P2. The narratives collected by Captains Ewer and Hammet

Source: Nautical Magazine, 1854, pp. 190-191.

A Statement of the taking of the Brig "Inga" [sic] of New Bedford, Captain Barnes, December 4th, 1852, off Pleasant Island.

I, John F. Sylva, went aboard of the brig to trade my fowls and pigs, as is my custom, for tobacco. I asked the Captain if he wanted any pigs. He said no, as he had just come from Ascension and had plenty; but he would take the fowls. He wanted to know my price. I told him two heads. He thought it was too much, and said he would give me one. "Well," says I. I then asked him if he had any essence of peppermint. He said he had some mixed with water; which I said I would take. I gave him two dollars, and he asked one dollar fifty cents for the peppermint; he looked for change and could not find any. I said I would take it in tobacco. I went in the cabin for my tobacco, and the skipper said he did not like "beach-combers" to come aboard of his ship. "Yes," says I, I will go ashore as soon as I get my tobacco. I came on deck, when he followed me as far as the companion way; he instantly returned to the cabin, and came on deck again with a pair of pistols stuck in his side and cutlass in his hand. He then came behind me and said, "You beach-comber, go ashore or I will cut your head off." I called my canoe alongside and got in, and called my native. He said, wait a few minutes. I shoved my canoe about a ship's length off, when I seen two kanakers fall overboard cut in two. I heard an uproar in the ship. After the tumult was over, the natives told me to come aboard and work the ship in. I said, "No." They said, "Suppose you no come me kill you." I went to save my live. The current and head wind being so strong, she could not be brought in. After a while they undertook to scuttle her; in which they did not succeed. They then abandoned her to her fate. At the time of the tumult there were no white men belonging ashore near the scene of action, except myself and a man answering to the name of George; but, after a while, another, answering to the name of Charley, came. He and myself, along with the crew, worked the ship. George did not, but sat in his canoe.

Signed by me, John Sylva.

Witnessed by me, John William Jaques, X his mark.

George F Hyatt, X his mark.

I, John W. Jaques, went aboard of the said brig to trade. I got alongside after the scene of action. I went on board when the kanakers were plundering her; they told me to work the ship in or they would kill me. I did so to save my life. I seen one man sitting on the work bench, horribly stabbed. I seen John F. Sylva working the ship, and a white man named George sitting in his canoe. The current and head wind being so strong, we could not work her in. After a while, my native told me to get in my canoe along with a black man named White belonging to the said brig. I seen the natives throw the man that was sitting on the work bench overboard. After I had pulled my canoe from the ship, they called me back again. I went alongside but did not go aboard as they undertook to scuttle her, but did not succeed. I started for the shore. When I had got some distance from the ship, I perceived she was on fire. After a while, I again looked and it was quenched.

Signed by me, John W. Jaques.

Witnessed by me, George F. Hyatt, X his mark.

John F. Sylva, X his mark.

I, George F. Hyatt, shipped in the said brig at Sydney. At the time of action I was below. I came up on deck and went aft. I see the Captain, with a pair of pistols in his side and cutlass in his hand, leaning on the companion way. As I came forward, I seen John going in his canoe. I went below, and soon heard the tumult. Presently, one of the natives came to the hatchway, and sung out, "Come on deck, you no fight, I no kill you." I came on deck and seen them robbing the ship. One of the kanakers belonging to the ship came to me and told me that the Captain commenced the row; how the natives wanted to trade with him. He told them to leave the ship. They did not instantly do so; when he attacked them; which this person saw. I came ashore in a canoe and was treated very cordially. I do not think the natives are to blame.

Signed by me, George F. Hyatt, X his mark.

Witnessed by me, John W. Jaques.

John F. Sylva, X his mark.

Missing: Captain Barnes. Mate, left in Ascension. 2nd Mate, Austin. Steward, John Rose, put in at Ascension. Cabin boy, left Pitt Island. Boat steerers: Samuel Blake; Frank ----; William ----; Old Lewe (coloured). Forward:¹ John Cron; William Smith; Isaac ----; Nuggit, a native of New Byron; Geate, native of New Byron.

1 Ed. note: Meaning before the mast, ordinary seamen.

Came ashore at Pleasant Island: George F. Hyatt, New York; White, Isle of Pines; Monday, Kanaker; Mainyard, Simpson Island; Susan, Woahoo; Old Woahoo, Woahoo; Jimmy, New Byron.

This evidence was copied by me from a copy given to me by Mr. Prince W. Ewer, Master of the **Emily Morgan**. It is word for word, except that the stops are put in. It was confirmed verbally to me by Jaques and another man, on board the **Emily Morgan**, who had witnessed the affray.

L. U. Hammet, Acting Commander.

Documents 1852Q

The voyage of HMS *Serpent*, Captain Hammet

Source: Nautical Magazine, 1854, pp. 57-67, 123.

Q1. Narrative of the Voyage of H.M.S. *Serpent*, L. U. Hammet, Esq., Commander.

From Hong Kong to Sydney, touching at the Bashees, Port Lloyd, Pescadores [sic], Strong Island, McAskill, Wellington, and Solomon Islands, Timor, Port Essington, and Swan River. Between November 9th, 1852, and June 20th, 1853.¹

We sailed from Hong Kong on the 9th November, 1852, with four months' provisions on board Three days afterwards met with a heavy monsoon gale, during which the jib-boom snapped by the martingale and before the wreck could be got in board it severely injured the service of the bobstays and other head gear.

On the 18th we entered the Bashee Channel and met with those rippings caused by the tide, well known to navigators, and which for about four hours made the ship labour so violently as to endanger the masts.

As we had a long cruise before us, it was determined that we should touch at one of the Bashee Islands to repair the injuries sustained from the loss of our jib-boom, and we accordingly anchored on the 18th, at 8 p.m., between Sabtang and Bashee Island. Our stay afforded us the opportunity of visiting one only of the small villages of the islands, close to our anchorage. WE found the huts of a very humble description, low, and built of stakes wattled with branches of trees, the crevices being filled up with mud, and thatched with dry grass. The inhabitants, of whom there were about two hundred, were apparently of Portuguese [sic] origin, with a mixture of Malay, and of a light copper-coloured complexion; they appeared very poor and dirty, but were civil and peaceable, carrying no weapons whatever, nor did we see any in their huts. They had plenty

¹ Besides the nautical information in this narrative, it derives an interest from the circumstance that one of the objects of the *Serpent's* voyage was to obtain intelligence of the late Mr. Boyd and the *Waverley*.—Ed.

of bullocks but were unwilling at first to part with any; we induced them, however, to let us have one for six dollars, and we also obtained from them a few yams. This was making some progress and had we remained among them longer we, perhaps, should have got more, at a cheaper rate, as they appeared to be bringing them down from the hills when we sailed. Our hopes of obtaining water were disappointed, for we could only find two small rivulets on the whole island, from both of which watering was impracticable, as the boats would have to lie outside the reef at least 400 yards from the stream, and to roll casks would be impossible from the rocky nature of the ground. The Islands seem to be of volcanic origin, composed principally of quartz; with few trees and those not large, the valleys being filled with stunted shrubs and brushwood. A few hogs and fowls appeared and some plantations of maize and yams. Care should be taken in going far from the ship in boats, as the riplings caused by the tide are very violent, and come on without warning.

After a stay of about twenty hours, we took our departure on the 19th..

...

[The ship stopped also at the Bonin Islands but did not reach them until a month later, on 14 December. There were about 50-60 people living at Port Lloyd]

...

From a Mr. James Moitley, at our watering place, we learned that an Englishman named Lacey was living at Wellington [Mokil] Island, and that Cappain Hussey, an American, living at Strong [Kosrae] Island, could give more information. He had known Captain Dowsett very well, and had heard that the **Waverley**, which was sent in search of him, had been destroyed at Strong Island.

After repairing the damages about our bows and filling up wood and water, we sailed on the 16th at 9 a.m., and, with a fresh westerly wind, stood due east to avoid the N.E. trade. On the 22nd we reached long. 158° E., and bore away for the Pescadores.

After a favourable passage, during which we passed close to the supposed places of Margaret Islands, Desierta, and Lamira without seeing them, we made the Pescadores [...] on the 31st of December, about 10 a.m.

The Pescadores consist of a number of Islands, or rather sand banks, covered with stunted trees and jungle. They appear all connected together by reefs, and were also surrounded by one of coral, through which there appeared no opening. After running along the edge of the reef for some miles, we stood close in to an island, which appeared the largest and on which there were a few cocoanut trees. Leaving the ship to stand off and on, two boats were lowered for landing and luckily succeeded in finding a passage through the reef about twenty yards wide. The surf was breaking very high on each side as we passed through, and we were closely followed in by numerous sharks, which at times almost touched the boat.

On approaching nearer we found the passage, which was from one to two fathoms deep, continued through the reef to a lagoon, thus forming, therefore, two separate islands. Our course was directed towards that on the left hand, where a proa lay hauled up on the beach; on which, some natives, perceiving us, came, yelling at the top of their

voices, rushing down to the proa. They consisted of about a dozen, men, women, and children, and, finding they could not launch her before we reached them, they fled into the jungle in a frantic manner but making gestures of contempt. We landed and followed them for some distance, but the path was soon lost in the jungle. There were several huts and other marks of the island being inhabited, but we found no names cut on the trees nor any other signs of Europeans having been there. We then re-embarked and crossed to the other island and examined it all over, the jungle being intersected by paths which led into small clearings, where we found huts. No springs or pools of fresh water could be seen on either island, but the lower part of the trunks of the largest trees were hollowed out in the form of a basin and water courses cut through the bark so as to collect the rain water. None of these trees were of any importance. The only other vegetation on the Islands was thick jungle and a few cocoanut trees, producing very small nuts, thereby showing the want of water. There were also a few trees producing the rock apple or tree-pine [i.e. pandanus, or screw-pine], which the natives are apparently fond of. We found fish bones and some fishing lines in the proa, but no other marks by which to guess how they lived, as we did not see an animal or bird and found no marks of turtle.

It appeared to me most probable that this was the Island where Captain Dowsett was attacked, as it seemed to be the only one where there was a break in the reef and it has a lagoon at the back as described, and by the gestures of the natives they would have attacked us had we not been too strong for them. As they did not do so, I left everything as I found it, which may, possibly, induce them to be more civil to any future visitors. After a stay of four hours, we returned on board and made sail for Schantz [...] Islands.

On the 1st January, 1853, at about 10:30 a.m., we got close to Schantz Islands; hove to, and landed on the largest. These Islands resembled the Pescadores in every particular. We observed one native, as we landed, who ran off into the bush, and, following his foot marks for about two miles, we found the Island much intersected by paths, with occasional clearings. No huts, however, were seen, and, after two hours' search, we returned to our boat that the crew might get their dinners. In the course of this, four women suddenly appeared and came down to us, and two men were seen at a distance, but they remained in the bush, evidently not wishing to be observed. The women brought strings of dry cocoanuts, which they gave to us and received some biscuit in return and we did all we could by signs to make them understand that we wished the men to be brought down, and they went into the jungle making signs that they would return with them. In about half an hour they did return and some men with them, who, however, still would not leave the jungle. We presented the women with more biscuit and went alone, unarmed, towards the jungle with the intention of communicating with the men; on which the whole party scampered off into the jungle and never returned. They are copper-coloured, with long black hair, and nothing on their persons but a neatly worked mat round the loins. No water was seen on this Island, but a cocoanut shell full of what appeared by the taste and colour to be rain water collected in a tree,

as at the Pescadores, was brought to us by them. On returning on board we made sail for Patterson [...] Group.

On the following morning, at daylight, Patterson Group was before us, and we worked up to Catherine [...] Island by three in the afternoon and hove to off a small vil- lage, where we saw a number of natives. Here we landed, after making our way through the reef and wading about one hundred yards to get to the beach. The natives adroitly assisted us to get the boats through the surf, and then accompanied us on shore. There appeared to be about thirty men and about fifty or sixty women and children; the men being fine stout looking fellows, copper-coloured, with long black hair, secured in a bunch on the top of the head by pins made of fish bones, and in some cases by fillets of small white shells. Their only clothing consisted of an apron formed of long grass wound several times round the loins; the women wore mats, as at the former Islands, and many of them wore handsome necklaces of shells, and similar fillets to secure their hair. While we were endeavouring to explain to them the object of our visit, two large proas, which had followed the ship, ran on the beach and the crews speedily joined their friends; at the same time, perceiving that some of the natives who appeared to kep in the rear were arming themselves with spears, which they seemed to pick up from the long grass, we made a signal for another of our boats, which soon came and anchored outside the reef. This addition had good effect; for, on observing it, the natives dropped their spears and began to bring us some green cocoanuts on which our parleying commenced, by signs, whether any white man was on the Island, and, as far as we could make out, their reply was in the negative. Taking two of our boat's crew, and accompanied by several of the natives, we went into the bush, along the path by which Lacey might have been led, and after walking for about half a mile along a well beaten track, we came to a small pool or well of water; there was very little of it, and by its taste it appeared to be rain water. The path soon after branched off into two and they were both followed for about half a mile farther, until they ended in small clearings and clusters of huts on the other side of the Island. We could discover no signs of any European having been there, nor any remains or stores of the whale boat stated to have been taken into the bush. After minutely examining every part of the Island we returned to the village. Some empty bottles and tobacco were then given to them, in return for their cocoanuts, with which they appeared satisfied. Two fine new proas were hauled upon the beach; the larger of which appeared capable of carrying from sixteen to twenty men, she had ap- parently not been afloat, and must have been built on the Island, the trees of which, though stunted, are quite large enough to supply the necessary plank; she was sewn together with twisted grass, and had no iron work about her. The natives appeared to live upon fish, cocoanuts, and the fruit before mentioned; no cattle or poultry were seen. This would appear to be the Island on which Lacey was taken, as the description and position of it both agree with that given. On returning to the boat the natives accom- panied us, carrying cocoanuts down and assisting to launch her through the surf, but while they were doing so an attempt was made to steal small articles, on discovering which and making signs to them to return them they always did so. On leaving this Is-

land we steered to the one mentioned in Horsburgh as Catherine Island, and placed by him about sixty miles to the westward.

On the 3rd, about 10 a.m., saw a group of islands ahead; picking out the largest we hove to and tried to land; but found it quite impossible to get through the reef, which consisted of a solid wall of coral, with seven fathoms close to its edge, and twenty fathoms a boat's length off: a heavy surf was breaking on it, although on the lee side of the island. After running along the reef in the boat for three or four miles in search of an entrance without finding one, we gave it up and returned on board. One solitary hut was seen, and a few cocoanut trees; but no inhabitants. As we had just come from Catherine Islands, I consider this to be a distinct group; and as they are not named or put down in the [English] chart, I named them "Serpent Group." The position is that mentioned in Horsburgh as Catherine Islands, viz, lat. 9°14' N., long. 166°2' E. The positions of the others we found correct as laid down in Arrowsmith's chart.

[Visit to Kosrae]

As the crew, and especially the sick, were suffering from the length of time they had been on salt provisions, it was determined to put into Strong Island to obtain a supply of fresh provisions and fill up with water there, being doubtful where a supply of the latter could be obtained at the Solomon Islands; we also expected to gain some intelligence. We then shaped our course towards Strong Island, to make sure there was no other island between that and the Pescadores to which Captain Dowsett could have been taken.

On approaching Strong Island on the 11th, David Kirkland, an American, came off and offered himself as pilot; under whose charge we entered the Eastern Harbour (Port Lelé) and anchored in the southern part of it, about two cables' length from the shore, off the watering place; and on landing went direct to the chief, who is named King George. He is a fine-looking man, apparently between thirty and forty years of age, and spoke tolerable English; his clothing consisted of a slight covering round the loins and a shirt; he was seated on the ground inside a large new hut, built close to the beach, and surrounded by about thirty or forty natives who seemed to pay him the deepest respect, none speaking above a whisper or daring to stand up in his presence; when one approached or left him it was with a sort of crawl motion. He informed me that we could have as much fresh provisions, wood, and water, as we required. He appeared shy, and timid, but it appeared afterwards that he was very much afraid of a man-of-war, suspecting, perhaps, that we had come to punish him for some outrages said to have been committed here. He offered to come on board the next day and bring a present of bread-fruit and cocoanuts.

On examining the watering place, we found a small stream with good water running over a sandy beach into the sea. WE could only fill at high water, and then required 120 yards of hose (with about 200 yards of it water could be procured at any time of tide). The rise and fall of tide is about seven feet. Whalers, it appears, obtain their water by rafting, but we adopted the plan of getting it in bulk, when practicable, as being much

cleaner and more expeditious.

We then called on Mr. Snow, an American Missionary, who had been on the Island, with his wife, about five months. He had heard of a man named Lacey having been on Wellington Island, who was since dead. Mr. Snow has already succeeded in gaining the confidence of the King, who has built a house for him and given him some land. His Majesty also requires all his family to be regular in their attendance on the school, the youngest of whom, a boy of five years' old, resides in the house under the care of Mrs. Snow. This is good policy, as the youth forms a protection for the Missionary, for the respect shown to the King is extended to all his family. With respect to his progress on the minds of the natives, the King, as well as his subjects, paid great attention to his lectures, but the time was too short to judge what effect had been produced. One good step, however, had been gained in the fact that the King will not allow any spirits to be made on the Island.

Next morning, the 12th, the King visited us; his boat, a fine new whale boat, being laden to the thwarts with cocoanuts and cooked bread-fruit. It was evident in his manner at breakfast that he had made some progress in understanding European manners; his remarks were also very shrewd. The Missionary was one of the party, and while under his eye the King seemed unwilling to drink wine or beer. His sons also joined our party, but, not being allowed to sit at the table in his presence, seated themselves on the deck and were handed what they required. After making the King and his sons some presents with which they appeared more than satisfied we returned on shore.

On walking through the village, which was composed of large well-built huts, with a population of about three hundred, we found the remains of a high wall built of large lumps of basalt, some of which must have weighed at least a ton. It was, apparently, the remains of some fortification and extended to the distance of nearly half a mile, at an average height of from twenty to thirty feet. The natives stated that there were similar walls in other parts of the Island but they could not tell their origin nor where the basalt came from, the present inhabitants having found them in this state when they came here from Ocean [Banaba] Island many years ago. The flat part of the Island is much intersected by canals, partly natural and partly artificial, by which water communication can be kept up by the canoes right through the Island. The King is the sole Governor of the Island; his power is absolute but he is assisted by ten of the superior chiefs, who alone are entitled to own land. He was elected about eight years ago, having been a simple fisherman, on the deposition and, I suppose, death of the former one for cruelty. On my telling him that some bad characters among his subjects might try and steal small articles belonging to the watering party and thereby interrupt the good understanding between us, he immediately tabooed every thing belonging to the ship and we never missed the smallest trifle. The natives are of the same complexion as at the other Islands, but most of them speak broken English. The men go naked with a very small covering about the loins, the women also wearing the usual mat. They cultivate the land with bread-fruit, cocoanuts, sugarcane, taro, and a few yams and plantains, paying one-tenth of the produce to the King. On the arrival of a ship they are forced to

bring an extra supply, the King sends it off, receives the presents in return, and divides them amongst his friends, reserving very little for himself. The population of the Island may be about 1,200; it used to be much more, but a great many have died from a virulent kind of syphilis, said to have been introduced by the whalers, and which they have no means of curing. At present hardly a native is free from it, and we saw some disgusting objects. We procured a few hogs here, the price being six cents per pound for the carcass, plenty of taro, a species of yam, bread-fruit, and cocoanuts; a few fowls, but they had all run wild and we had to shoot them. There were no bullocks on the Island.

On my questioning pretty closely concerning the capture of some vessels at this Island, the King, who had been previously advised by the Missionary to tell me everything, owned the knowledge of two. One took place about sixteen years ago in this harbour, when he was a youth and had nothing to do with the government. He stated that the Master of a brig, whose name was Cathcart, forced one of the Chiefs' daughters on board, with designs on her, when, in consequence of her resisting, he threw her overboard and she was drowned. The brig was then attacked by the natives while most of the people were on shore watering; they were all murdered and the vessel burned. He did not know the brig's name, but it appears most probably to have been the **Waverley**, from the Master's name. The other vessel was the **Harriet**. This affair took place in the western harbour while he was King about five years ago, but he knew nothing of it until the vessel was destroyed. A similar reason was given for the attack, in the ill treatment of some of the native women. He assured me that directly he heard of it he killed every native that had at any time been on board, altogether eighteen men and four girls; the vessel had been burned. These accounts of his were confirmed, to the best of their knowledge, by the Missionary and by the three other white men on the Island. On my inquiring if there were any remains or stores of the two vessels burned, it appeared that everything belonging to them had been destroyed. On inquiring for Dowsett and Lacey, of the former nothing was known, but the latter was or had been living on Wellington Island within a very few months. We were also informed that Captain Hussey, an American, formerly a resident on this Island for many years, had been murdered off Sydenham [Nonouti] Island, about a month previously, by a native of Woahoo, as he was on a voyage to recover some money from a wreck at the Pescadores; also that Captain Lewis [rather Luce], of the **Boy** of Warren, had been murdered at McAskill [Pingelap] Island eighteen months before, either owing to his having taken some fowls or other stock from the natives, or else for the sake of his boat.

On the 13th we quitted the harbour with difficulty, the King and the natives being of great assistance to us. We stood round to the southern part of the Island and looked at Southern Harbour. It appeared small but well sheltered and easy to enter or depart from with the prevailing wind. In the evening we made sail for McAskill Island, which is the last where there is any probability of Captain Dowsett having been taken.

On the 14th, at 1 p.m., we hove to off McAskill Island, and, there being no passage through the reef, landing on the edge of it we waded to the shore near the village; but at high water it appeared that a boat could pass over it in many places. The natives at

first came down with cocoanuts, but, seeing that we were armed, ran off into the bush and armed themselves with spears. Our men then grounded their muskets; on seeing which the natives, to the number of about 150 men and boys (but no women), came to us. We first asked for fowls, as they are said to be numerous in the Island, and also for cocoanuts, and the natives immediately sent parties away to obtain them for us; we being agreeably surprised to find that some of them spoke broken English. On asking them if there were or had been any white men on the Island, they replied in the affirmative but added that they had left many moons ago. All this time they appeared either to intend or to be apprehensive of treachery, for, perceiving one of our men, who had been left at the water's edge, taking up his musket, they ran off into the jungle and armed themselves again. The man had merely taken it up to wipe the sand off the lock, and the circumstance was soon rectified by his replacing it and our following them without reserve, and our former confidence was restored. Soon after appeared about a dozen fowls and a large number of cocoanuts, with which we departed, giving them, in return, three dozen empty bottles and some biscuit, with which they were quite satisfied; and, while wading off, they caught a fine young turtle and put it into our boat, making signs, at the same time, that if we would wait till the night they could give us more. We observed a number of fine canoes on the beach, from which it would not be likely that they murdered Captain Lewis merely for the sake of obtaining his boat. They are a fine race of men, rather lighter-complexioned than at the other Islands we had visited. But, like most of their race, they should not be trusted and should be dealt with very cautiously. No women appearing among them we considered a very bad sign, and they all had spears handy. No water is to be found in the Island, as far as we could learn, excepting rain water.

In the evening, we proceeded on for Wellington Island, and on the morning of the 15th we hove to off it, observing, at the same time, a whaler working up for the Island. Having landed, the first person we found was an American named Lucien Huntington who had been a resident for the last eight months, having bought one of the Islands from the natives. On inquiring for Lacey, he informed us that a man of that name had been living on the Island, but was drowned; and he then proceeded to describe the circumstance, which had occurred a year and a half before. He had gone off in a canoe, accompanied by four natives, to communicate with a whaler, and, while on board, the vessel drifted from under shelter of the reef. It was blowing very fresh when they left her, and, as they were doing their best to return to the Island, the outrigger broke: the canoe instantly upset, and Lacey, with the four natives, was drowned. This was witnessed by the natives from the shore, but who, however, dared not launch another canoe to assist them. On inquiring if he appeared to be a prisoner, the natives, through Huntington, answered that he had been a prisoner at some other Island but had come to Wellington Island, more than two years ago, of his own free will. Our informant, Huntington, did not appear to know anything of Mr. Dowsett, but had heard that an old man, who had been Captain of a merchant ship many years ago, had lately died on an Island to the northward, the name or position of which he could not tell.

The natives at Wellington Island amount to about ninety; they are unarmed, quiet, and inoffensive, being, at present, completely under the control of Huntington and an Englishman named James Walker who lives with him. We purchased some hogs, fowls, turtle, and taro from him at a reasonable price. The only wood on the Islands is the coconut tree, and they have no other but rain water. Huntington has a flagstaff by his house, on which the hoists a flag to attract passing ships.

We then boarded the **North America**, whaler, of New London, Captain Mason; she had 1,500 barrels of oil, and was going to the northward. We learnt from Mr. Mason that, six weeks ago, the brig *Inda* [rather **Inca**] has been attacked at Pleasant Island; that the Master and most of the crew were murdered, two made prisoners, and three sent adrift in the vessel, one of whom was wounded. The natives had tried to scuttle and burn her, but had failed, and were obliged, by the strength of the wind and tide, to abandon her. Leaving Wellington Island in the evening, as Pleasant Island lay exactly in our track for the Solomon Islands, on account of the S.E. trade, it was determined we should touch there.

On the 17th, we fell in with and boarded the American whale ship **Emily Morgan**, Prince W. Ewer, Master, last from Strong Island, (where she had been well treated,) 1,200 barrels of sperm oil on board, bound to Hong Kong. She had called at Pleasant Island and taken the two men off detained from the *Inda*. From the evidence which we collected concerning the affair between that vessel and the natives, there can be no doubt that the fault was not on the side of the natives. The brig was last seen from the Island drifting to the S.E. We were also informed that another vessel (name unknown) had been lately captured at Covil [Covell, or Ebon] Island, with two European females on board.¹

Having concluded the search of these Islands, and witnessed the conduct of the natives at each of them, not a doubt remains that if the serious outrages which are so frequently occurring among them could be thoroughly investigated and the story of the natives heard as well as that of the whalers, it would be found that most of them had arisen from the bad and disgusting conduct of the crews of the vessels themselves.

For three days after parting with the **Emily Morgan** we had strong westerly winds and very thick weather, during which, from being unable to get an observation, we unfortunately missed Pleasant Island. This, from the quantity of provisions on board not admitting of any other appropriation of time than actually necessary, obliged us to stand on to the south-eastward, in the vague hope of picking up the unfortunate brig.

On the 21st we made for the Solomon Islands...²

...

Q2. Letter from a distressed father to the Editor of The

1 Ed. note: According to a later investigation by the Yankee missionaries, she was named the *Glencoe*.

2 Ed. note: For the story of the taking of the brig *Inca*, see Doc. 1852X.

Friend, regarding his lost son

Source: Article in The Friend, Honolulu, Mar. 1, 1854.

Information Wanted.

Hobart Town, Van Diemen's Land, August 27, 1853.

Reverend Sir:

I take the liberty to address you, under the following circumstances. ON the 12th of May 1850, my son, Francis Oliver Lacey, was left on St. [sic] Catherine's Island, in the Patterson's group, from the ship **William Melville**, Capt. Thomas, bound for California. The account furnished to me by Captain Tomas, to the effect that my son was last seen proceeding into the interior, accompanied by the natives, and, apparently in a friendly manner. I should mention, however, that a quarrel had taken place between the crew of the vessel and the natives, by which the seamen were compelled to swim to the ship, the boat having been secured by the natives. As soon as the men had gone on board, the vessel got under way, and left the island. With the natural anxiety of a parent I used every exertion to ascertain the fate of my son, and communicated with the Admiral in Sydney to afford me such assistance as might lead to that discovery. Without, however, entering into details, I enclose you the copy of an extract from a communication which I received from Lieutenant Hammett, the commander of Her Majesty's sloop **Serpent**, who was despatched from Sydney to the island in question. By a comparison of dates, you will perceive, Sir, that the statement of the man Huntington must be perfectly false; for, as my son was left on St. Catherine's, on the 21st of May 1850, and that he was said to have been drowned, after *some* residence on the Island of Wellington and had left *two* children, not more than thirteen months afterwards, the ages of the children not even being mentioned, must be an impossibility. May I therefore, respectfully request you to enquire from the Reverend Mr. Snow, the Missionary at Strong's Island the following particulars:

1st—How he ascertained that my son was living on Wellington Island?

2nd—*How* he came there?

3rd—*When* he came there?

In reference to the loss of the canoe I have ascertained from Captain Woodin, commander of the **Eleanor**, an old and experienced trader with those Islands, that the reef [at Mokil] on which the canoe is said to have struck is only half a mile from the shore, and it appears, therefore, very strange that when the canoe was upset, at so short a distance from the land, none of the natives should have swam ashore, and, that my son, who, poor fellow, was an excellent swimmer, should not have reached it, also.

This, with other matters in the statement of the man Huntington, impresses me with the conviction that if his account is untrue in part, must be untrue in the whole; and besides, Sir, I have heard from Captain Woodin, that this very man is a very bad character, and not deserving of credibility.

In conclusion, I am sure, I need not apologise to you for this communication; as a parent most anxious to ascertain the fate of a beloved son, you will, I feel assured, sincerely sympathize with me, and any information, even if not satisfactory, will be most thankfully received by, Reverend Sir,

Your most obedient servant,
Joseph Lacey.

To the Rev. Mr. Clark, Missionary, Honolulu.

The Editor of the Friend would refer the writer of the above letter or any person interested in the subject, to the Friend for March 1853, as that No. contains a long communication respecting the visit of the **Caroline** to Wellington's Island.¹ we would state that the Lacey referred to, is the same person as John Striker, mentioned in the Friend for March, '53. This settles the point that the Lacey of Wellington's Island, cannot be Mr. Lacey's son of Hobart Town.

The following from Commander of the **Serpent** will serve to explain the matter:
From a Colonial Paper.

The loss of a son of Mr. Joseph Lacey's of this city, some months since, will be remembered by our readers. Mr. Lacey applied at the time to Sir Wm. Denison, requesting his aid in acquiring some information as to his son's fate. It appears the Lieutenant-Governor immediately applied officially to the senior naval officer, Sir Edward Home, Bart., who sent H. M sloop **Serpent** to the islands, where it was said the young man had been inhumanly murdered. Within the last day or two Mr. Lacey has received a letter from her commanding officer, of which the following is a copy. Mr. Lacey desires thus publicly to express his gratitude to His Excellency, and the Naval officers, for having so readily assented to his wishes, and to all those who have even in the least degree exerted themselves in endeavoring to recover his lost son. We hope on, even in this case, for the young man may not have left the American whaler, and nobody yet knows that he did so. There is no proof of his having been in the canoe when she was upset in the surf.

Her Majesty's Sloop **Serpent**, at Sydney, 21st June, 1853.

Sir:

I beg to acquaint you with the result of the visit of H.M. sloop under my command, to Catherine and other islands, in search of Mr. Joseph Oliver Lacey, or Francis Oliver Lacey, stated to have been left on Catherine's [Kwajalein] islands on the 1st April, 1850, and I regret extremely that what information I have been able to obtain is so melancholy.

1 Ed. note: See Doc. 1852M4 in Vol. 25.

On the 2nd January last, I landed at Catherine's island; I found it thickly inhabited, the natives being very suspicious, and some of them armed. As well as I could understand by signs, they told me no white man was, or had been, on the island. Accompanied by some of them, I went into the bush by a good path along which I supposed Mr. Lacey to have been taken, as, after walking about a mile we came to a well or small pool of water. I then reached the whole island, which is about two miles long and one and a half wide, but found no traces of him, or of the whaleboat stated to have been taken at the time.

On the 3d I visited another group of islands, about 60 miles to the westward of Patterson group, but they were apparently uninhabited.

On the 11th I called at Strong's Island, where I was informed by Mr. Snow, an American Missionary residing there, that a person named Lacy was, or had been, living on Wellington Island.

On the 14th I landed at McAskill Island, but got no intelligence of him, the natives telling me that no white man had been living on the island.

On the 15th I landed at Wellington Island where I found two white men living among the natives; James Walker, an Englishman, and Lucien Huntington, an American. The latter told me that a person named Lacy had been living on the island, but that he had been drowned in the following manner, about eighteen months ago. He had gone off in a canoe accompanied by four natives to trade with a whaler, (the name of which I could not obtain); while he was on board, the vessel drifted from under shelter of the reef. It was blowing very fresh, and as Lacey and his party were returning to the island, the outrigger of the canoe was seen to break; she instantly upset, and the natives being afraid to launch another canoe, the whole party was drowned. On my asking if Lacey appeared to be a prisoner, the natives informed me, through Huntington, that he had been a prisoner on some other island, but had come to Wellington Island of his own free will. The natives described him as being a little above the middle size, of slender make, with light-colored hair. I saw two of his children by a native girl, who seemed much to regret his loss. I tried to get more information with respect to dates, and other particulars, but without success, neither of the white men having been on the island at the time the above occurrence took place. The natives at this island appeared to be most quiet and inoffensive, and Huntington said that he had always found them so; I saw no arms among them, and it was the first island I had visited where I could venture ashore unprotected.

I am sorry that I cannot give a father happier intelligence respecting a missing son, but I see no reason to doubt the above statement, although there may be a bare possibility of its referring to another person of the same name, as I could find no documents or effects of any kind to establish his identity.

S. H. Hammett [sic],

Acting Commander.

To Joseph Lacey,

Hobart Town, Van Diemen's Land.

Documents 1852R

Special commission on the development and security of the Marianas, in view of a potential threat from the U.S. Navy

Source: AHN Ultramar 5853, exp. 5 & 6.

Note: The reason for this special commission was the announcement by the U.S. Government of their plan to send Commodore Perry to that part of the Pacific Ocean. Some of their ships visited the Bonin Islands, but the best known part of the expedition was Perry's "opening" of Japan.

R1. Covering letter dated 9 December 1852, transmitting the report of the Commission

Original text in Spanish.

Presidencia del Consejo de Ministros.—Consejo de Ultramar.

Exmo. Sor.

Con sugesion à lo que dispone el articulo 22 del Reglamento para el Consejo de Ultramar, tengo el honor de acompañar à V.E. para los efectos consiguientes, la consulta que aquella Corporacion eleva à S.M. usando de la facultad de tomar la iniciativa sobre el fomento de las islas Marianas.

Dios guarde à V.E. muchos años.

Madrid 9 de Diciembre de 1852.

Exmo. Sor.

El Vice-Presidente.

Luis Lopez Ballesteros.

[Al] Exmo. Sor. Presidente del Consejo de Ministros.

Translation.

[To the] Chairman of the Council of Ministers.—Council of Overseas.¹

Your Excellency:

In accordance with Article 22 of the Regulations of the Overseas Council, I have the

¹ Ed. note: This Council of Overseas which was, in effect a committee of the Council of Ministers, was eliminated the following year (see below).

honor to forward to Y.E., for the purposes concerned, the consultation that that Corporation remits to H.M. as a result of the initiative it took with regards to the development of the Mariana Islands.

May God save Y.E. for many years.

Madrid, 9 December 1852.

Your Excellency,

The Vice-President,

Luis Lopez Ballesteros

[To] His Excellency the Chairman of the Council of Ministers.

R2. Letter from Juan García Verdugo to the Council of Ministers, dated Madrid 30 April 1852

Original text in Spanish.

Exmo. Sor.

Aunque al esplanar las ideas, los pensamientos y las indiscusiones que tube el honor de presentar à V.E. en mi papel del 31 de Enero último, parece que deviera seguir el orden con que las he escrito, V.E. bien sabe que no siempre es posible observar aquella regla, por ocurrencias sobrevivientes. En este caso nos hallamos actualmente.

La expedicion proyectada por el Gobierno de los Estados Unidos, con destino al Japon, segun sus anuncios ostensibles, y de la que algo digo en las ligeras manifestaciones que me tomé la livertad de hacer à V.E. y con alguna mas amplitud al E.S. Vice-Presidente en 24 Noviembre de 1851, ha tenido efectivamente ultimamente, habiendo salido de los puertos de las Californias de que hoy es dueña la Union Anglo- Americana.

Semejante acontecimiento dió motivo à que en el Senado de Washington se interpe-lara al Gobierno acerca de la indicada expedicion. El Gobierno dijo que por razones de alta politica no podia entonces dar esplicaciones, con lo cual y satisfecha la Camara acordó dejar tan importante negocio à la direccion del poder ejecutivo, y que este solo presentase el estado de las fuerzas militares de que constan el ejercito espedicionario.

He ahi Sor. Exmo. confirmada la sospecha que en mis pobres calculos y convina-ciones [sic] llegué à concevir cuando à V.E. y al E.S. Vice-Presidente hice las indica-ciones que contienen mis citados oficios. Ahora mis recelos son mayores, y mis temores adquieren mas consistencia con relacion à Filipinas y Marianas. El viage ó navegacion à estas y à aquellas islas, desde California es tan facil y seguro como al Japon, y desde este à Manila ó vice-versa, se navega, puede decirse, sin incomodidades y la travesia es corta.

No me ocuparé, por ahora, en inquirir las miras ó fines que esa Nacion sobervia, or-gullosa y con mucho poder, se proponga con el embio al Asia de una expedicion que tiene todas las apariencias de guerrera, destinada à hostilizar algun pais; pero si me at-reveré à insistir en que los Anglo- Americanos, no poseyendo ningun territorio ni Puer-to en el Asia, con la cual hacen un gran comercio, principalmente con China, siendoles

imposible establecerse en su continente: no pudiendo, como es bien seguro no opodrán conseguirlo en las costas del Japon, y eso lo saben ellos mui bien, su proposito, à mi escaso enteender, no es otro que hacer un desembarco en muestras indefensas islas Marianas, ó en la de Mindanao: apoderarse de las primeras, y usurparnos una parte de la segunda, insurreccionando los indigenas, ganandolos con dinero y promesas que tambien prodigarán a los moros de alli, de Joló, de Basilan y de otras islas inmediatas, como en epocas anteriores lo hicieron asi otras naciones con quienes se tenia guerra.

Cualquiera adquisicion que los Anglo-Americanos hiciesen en alguno de aquellos indicados puntos, ha de serles de grande consecuencia é importancia militar, politica y mercantil. Partiendo de Californias para las islas de Sandwiche, en donde tienen factorias que hacen acopios del esquisito y aromatico palo Sandalo, y de otras producciones de aquel feraz suelo que conducen à China, facilmente se dirigen à Marianas que estan casi en la linea de aquellas, y tambien recogen algunas producciones, sobre todo marinas; continuarian à Filipinas, completarian ó surtirian esos cargamentos; repararian los buques de lo necesario; tratarian de estacionarse ó de arraigarse, y entonces ademas de dar inremento à su comercio con la China le entablarian directo con el Japon; con las costas de Rusia por Kamchatká; darian mas estension à el de las Malucas, Batavia y Bengala; harian abundantes escopios de especeria y de artefactos de la Yndia; abastecerian los mercados de las Americas todas, y surtirian a la Europa entera por la escala de Californias; trasportando por el Misisipi à sus puertos en el Atlantico los articulos estraidos del Asia, que espenderan à mui menos precios que los que cuestan los trasportados por el Cavo de Buena Esperanza. El comercio Español Filipino recibiria un golpe mortal.

Tengan mis recelos ó temores al valor que tubieren, yo creeria faltar à V.E. y de consiguiente à mis deberes si no espasiese los primeros a la superior consideracion de V.E., tomandome al mismo tiempo la livertad de indicarle algunas medidas que el Gobierno de S.M. podra adoptar para, a lo menos, tener noticias y seguir en observacion de la marcha, movimientos y operaciones de esa espedicion que, à mi escaso juicio, vajo un especioso pretesto, ha lanzado el Gobierno de Washington a las mares del Pacifico y del Asia con otro intento.

*El Gobierno de S.M. tiene en Manila estacionados dos buques de vela de la Armada: La corveta **Villa de Bilbao** de 30 cañones; el Bergantin **Ligero** que monta 12, y 3 vapores tambien de guerra, cada uno con 2 cañones giratorios. Ademas existe un Pailebot, y todos en estado de servicio segun las noticias con que me hallo. Uno ó dos de esos Buques, desde luego podria disponerse que inmediatamente saliesen de Manila, dando las convenientes instrucciones a los respectivos comandantes acerca de su importante comision, y de las diferentes latitudes y paralelos por {cuales} deviera navegar cada uno, para obtener el mejor resultado en su desempeño, que no podria dejar de ser cual se proponia el Gobierno, y mui conveniente para medidas ulteriores.*

Por tanto entiendo que aprovechandose el primer correo del Ystmo [de Panama], se diesen ordenes terminantes al Capitan General de Filipinas, à fin de que con la mayor actividad, eficacia y reserva dispusiese la pronta salida de dichos buques, yendo adver-

tidos sus comandantes de no regresar à Puerto sin ser portadores de noticias fidedignas y positivas del paradero, operaciones, y en donde y en que estado dejaron la enunciada expedicion.

Segun fueren esas noticias asi debe conducirse el Capitan General que estará mui prevenido para impedir todo desembarco, reconocimiento y agresion que los expedicionarios intentasen asi en las costas ó territorio de Filipinas como en Marianas, sea cual fuese la causa ó motivo que pretestasen; si bien se les suministran, por su dinero, aquellos auxilio de viveres &c, que pudieran necesitar. La misma autoridad debe prevenir a las subalternas, de las respectivas provincias, de eso mismo; y que todos incluso las Marianas le den partes detallados y frecuentes, aunque sea por cordillera, de cuanto sobre el particular ocurriese. Estas noticias las debe trasmitir al Gobierno de S.M. dicha autoridad con igual frecuencia y las observaciones que le parezcan mas convenientes y oportunas, espresando el numero, clase de buques y demas circunstancias que pudiesen saberse.

Convendria dar ordenes à nuestros agentes diplomaticos en los Estados de la Union, incluso el de Californias, previniendoles que inmediatamente informen al Gobierno de S.M. de cuanto hubiesen sabido y puedan saber con respecto de dicha expedicion, empleando al efecto todos los medios que les sugiera a su celo y les sean posibles. Al mismo tiempo que espresen el numero, clases y porte de cada buque de los expedicionarios; La tripulacion y armamento que llevan; cuanta tropa y de que arma va à su bordo; Que viveres han embarcado; para cuanto tiempo; Que generos ó articulos de comercio conducen; Quien manda los buques y la tropa; De que Puerto y que dia han salido à la mar; cual sea fijamente el destino, y obgeto y obgetos [sic] de la expedicion; Que han dicho los periodicos, y que se dice en el pais acerca de aquella, &c.; sobre la cual tambien convendria preguntar à nuestra legacion en Londres, lo que hubiese sabido y si es posible lo que aquel Gobierno piensa y los periodicos y el comercio digan ó hayan dicho en cuanto à ese proyecto de los Anglo-Americanos; advirtiendoles tambien que en lo sucesivo vigilen mucho y den cuenta de lo que ocurriese con respecto à ese negocio.

Yo podré, Exmo. Sor., equivocarme torpemente en mis pobres conjeturas, y ojalá sea asi; pero siempre habré cumplido como un leal subdito, un celoso empleado de S.M. y un humilde, obligado y obediente Servidor de V.E.

Madrid Abril 30 de 1852.

Excmo. Sor.

Juan Garcia Verdugo

[A] E.S. Presidente del Consejo de Señores Ministros.

[Minute:]

30 Junio 1852.

Al Consejo de Ultramar para los efectos que haya lugar.

[Rubric]

Translation.

Your Excellency:

Although, at the time I had the honor to present to Y.E. my ideas and my thoughts in a discussion paper dated 31 January last, it appears that I should follow the same approach and order at this time, Y.E. knows very well that this rule cannot always be followed, on account of intervening events, s in the case in which we find ourselves at present.

The expedition which the Government of the United States is planning to send to Japan, according to current news reports, and about which I took the liberty to offer some information to Y.E., and with greater depth to H.E. the Vice-Chairman in my letter of 24 November 1851, has effectively departed from ports in the part of California now owned by the Anglo-American Union [U.S.A.].

This particular occurrence caused the Senate in Washington to question the Government regarding said expedition. The Government answered that, for reasons of high policy, it could not then give explanations; hence, the Chamber agreed to let the Executive Power in charge of this important business, provided that it give it a report on the strength of the military forces that are part of this expeditionary army.

So it is, my dear Sir, that my earlier suspicions and predictions have come to past, those that I mentioned to Y.E. and to H.E. the Vice-Chairman in the before-mentioned letters. My suspicions are now even greater, and my fears have acquired more consistency in relation to the Philippines and Marianas. The voyage from California to both groups of islands is as easy and safe as the voyage to Japan, and also that from Japan to Manila, or vice versa; it can be said that the navigation is without problems and the crossing easy.

For now, I will not go into the intentions or purposes of that arrogant, proud and very powerful nation has in mind, upon sending to Asia uch an expedition which has all the appearances of being one of agression, destined to seek hostility with some country or other; however, I may dare to insist upon the fact that the Anglo-Americans, who do not possess any territory or port in Asia, as it is impossible for them to establish themselves on that continent, and since it is very certain that they will not be able to achieve it on the coasts of Japan—something that they know themselves for sure—their intention is, in my short understanding, nothing more than a diversionary tactics, while they mean to effect a landing in our defenceless Mariana Islands, or in that of Mindanao; to take over the former, and usurp part of the latter, by making their natives rebel, winning them over with money and promises that they will also offer to the Moros overthere, those of Jolo, Basilan and other neighboring islands, as was formerly done by other nations with which we were at war.

Any acquisition that the Anglo-Americans made in any of the above-said places will surely be of great benefit, military, political or commercial importance to them. By departing from California, and going to the Sandwich [Hawaiian] Islands, where they have depots where they obtain abundant supplies of the exquisite and aromatic Sandal-wood, and other products of that fertile soil, they transport those to China, can easily divert to the Marianas which lie in almost the same longitude, and also pick up some

products, above all sees products; they would go on to the Philippines, where they would complete their loads or sell them; they would repair their ships, as required; they would try and establish stations or roots there, and then, in addition to increase their trade with China, they would set up direct communication with Japan, with the coast of Russian through Kamchatka; they would extend their trade with the Moluccas, Batavia and Bengal; they would get abundant supplies of spices and artifacts from India; they would supply the markets all over the Americas, and supply the whole of Europe by way of California, by transporting the Asian merchandises by way of the Mississippi or their ports on the Atlantic, where they would sell them at lower prices than those carried around the Cape of Good Hope. The Spanish trade with the Philippines would be struck a fatal blow.

My suspicions or fears may be exaggerated or not, it does not matter, as I believe that I would fail Y.E., and therefore in my duty if I did not bring the former to the attention of Y.E., while taking the liberty to indicate a few measures that the Government of H.M. could take, at least by asking for reports in order to follow the progress, movements and operations of that expedition which, in my humble judgment, has been launched by the Government of Washington to othe seas of the Pacific and Asia for another purpose.

The Government of H.M. has, stationed in Manila, two oships belonging to the Navy: the corvette **Villa de Bilbao**, of 30 guns; the brigantine **Ligero** that has 12, and three steamers, warships also, each with 2 swinging guns. In addition, there is a packet boat, and all of those are in serviceable condition, according to the latest reports at my disposal. One or two of those ships, could therefore be despatched immediately from Manila, with the proper instructions being given to their respective commanders regarding their important mission, and the track that each of them is to follow, in order to obtain the best result in their campaign, and provide the Government with the information it needs, for future use.

Naturally, I understand that, by taking advantage of the first mail ship headed for the Ithmus [of Panama], definite orders could be given to the Captain General of the Philippines, for him to exercise the greatest of speed, efficiency and confidentiality, in arranging for the prompt departure of said ships, and warning their commanders that they are not to return to port without first getting believable and positive news regarding the whereabouts, operations, and condition of the above-mentioned expedition.

Depending on said reports, the Captain General is to conduct himself in such a way that he might be able to prevent any landing, reconnaissance or aggression that the expeditionary force might attempt, not only on the coast of the Philippine territory, but also in the Marianas, no matter what the cause or motive might be given as a pretext, although they may be provided with the food supplies, etc. they might request, in exchange for their money. The same authority is to warn all his subarterns in the respective provinces, about this also; all of them, including the Marianas, are to give him detailed and frequent reports, even through overland despatches, of anything that might occur. Such news are to be transmitted by him with equal frequency, along with

any timely remarks he may wish to make, while reporting the number, class of the ships and other circumstances that might be known.

It would be proper to give orders to our diplomatic agents in the United States, including those in California, warning them to immediately inform the Government of H.M. of whatever they might have learned or been able to find out about said expedition, by employing to this effect all the means that their zeal might suggest to them as possible. At the same time, they are to state the number, classes and capacity of each ship of the expeditionary force; their crews and the guns they carry; the type and number of troops on board them; the food supplies they took on board, and for what time period; the types of trade items they have on board; the names of the ship and troop commanders; from which ports and on what dates they sailed; their exact destination, and the intention or purposes of the expedition; also what the newspapers have reported, and what is being talked about in the country regarding it, etc.

It would also be proper to ask our legation in London what they might have learned and, if possible, what that Government thinks and the newspapers and traders can also say about that Anglo-American project; warning them also that in future they are to be vigilant and report whatever might occur with respect to this affair.

Your Excellency, I might be completely in error with my poor conjectures, and I wish this might turn out to be so; however, I will continue to act as a faithful subject and a zealous employee of H.M. and a humble, obliged and obedient servant of Y.E.

Madrid, 30 April 1852.

Excellency,

Juan García Verdugo

[To] H.E. the Chairman of the Council of Ministers

[Minute:]

30 June 1852.

To the Council of Overseas for their comments.

[Signature]

R3. Condition of the Mariana Islands—Advice of the Overseas Council to the Queen

Note: This report includes an extract of the report of the 1828 Commission on the Marianas. For a dissenting report, see AJ4 below.

Original text in Spanish.

Señora

El vice-presidente y Consejero Don Luis Lopez Ballesteros usando de la iniciativa que V.M. ha tenido à bien conceder al Consejo de Ultramar en sus estatutos presentó al mismo con fecha 20 de Noviembre de 1851 la siguiente proposicion de consulta:

“Haciendo uso de la iniciativa que concede à los individuos del Consejo el articulo

22 del reglamento del mismo, propongo, Que con el fin de examinar los medios que pueda haber para dar impulso, seguridad y fomento à las islas Marianas, en nuestras Filipinas, se pidan al Gobierno todos los antecedentes que pueda haber en los Ministerios concernientes à este punto.”

El Consejo conforme à sus reglamentos pasó esta proposicion à informe de una Comision preventiva nombrada al efecto, la cual con fecha 29 de Noviembre de 1851 lo evacuó en los terminos siguientes:

“Considerando que podrá ser de grande utilidad cualquier medida que se adopte para el fomento de nuestras remotas islas Marianas, cuya pobreza se ha aumentado desde la Supresion de la Nao de Acapulco que tocaba en ellas en sus viages periodicos, y con la supresion del hospicio que alli tubieron los Jesuitas; Considerando asimismo que desde la ocupacion de los ingleses de algunos puntos de la costa de China, y la concurrencia que se advierte alli de fuerzas maritimas extrangeras se hace precisa mayor vigilancia y seguridad en todos los puntos de aquel Archipiélago y sus adyacencias; Y teniendo presente por ultimo que la proposicion de que se trata se reduce por ahora à reunir datos y antecedentes que pueden conducir à hacer una propuesta digna de la ilustracion del Consejo; La Comision entiende que es laudable el obgeto de la proposicion referida, y que por lo tanto debe ser aceptada por el Consejo; ampliando el pedido à los antecedentes que puedan hallarse sobre el asunto en el Archivo General de Yndias, existente en Sevilla.”

El Consejo en vista del precedente dictamen en la referida sesion de 27 de Noviembre opinó que debia tomarse en consideracion el asunto y pasar de nuevo à la misma Comision para que lo instruyere y propusiere lo que juzgare oportuno. Asi lo verificó en el informe que sigue:

“La Comision encargada del examen instructivo de los expedientes relativos al estado de las islas Marianas, su fomento, gobierno é importancia política y mercantil, habiendo visto y analizado todos dice: que à virtud de una Real resolucion de 14 de Diciembre de 1828, comunicada por el Señor Ministro de Hacienda, se estableció en su Secretaria un negociado especial de las islas Marianas. En él se reunieron cuantos antecedentes y noticias existian y pudieron adquirirse; pidiendo expedientes, documentos é informes, à los demas Ministerios; al Archivo General de Yndia en Sevilla; à la Secretaria del Consejo de Yndias; à la Contaduria general de las mismas; à la Compañia de Filipinas; à Padre Comisario de las misiones de Agustinos Recoletos de aquellas islas; al P. Provincial de la Compañia de Jesus; al P. General y al Comisario de San Francisco de Yndias; à Don Alejandro Parreño, Gobernador que habia sido de las Marianas; à D. Manuel Bernaldez y Pizarro oidor que tambien habia sido de la Audiencia de Manila; à D. Ciriaco Gonzalez Carbajal, oidor é Yntendente que habia sido en Filipinas y por ultimo al Juez de arrivadas de Cadiz.

Con presencia pues de esos antecedentes; de las luminosas noticias que ellos proporcionaron, las que se adquirieron de algunos archivos; las que se obtubieron del deposito hidrográfico; las que se tomaron de los cientificos viages del célebre descubridor Malaspinas; las de algunos estrangeros, y las relaciones de ilustrados viajeros que ha-

bian visitado las Marianas, y consultado lo que acerca de esas islas publicaron escritores acreditados; el mismo negociado de la Secretaria de Hacienda de Yndias redactó una minuciosa, instructiva é interesante memoria, de la que para mejor conocimiento del Consejo, la Comision ha formado el extracto que sigue:

...

[Geology of Guam]

“De las investigaciones hecha sobre aquellas islas, por los célebres naturalistas Reysi [sic], Pineda y Acosta, aparece que en sus varios rios y placeres, hay arenas y pepitas de oro, que demuestran la existencia en los montes de venas, vetas ó criaderos de ese precioso metal. Lo mismo dice el ilustrado D. Ciriaco Gonzalez Carbajal en su informe de 14 de Diciembre de 1828. Las playas abundan en arenas ferruginas que contienen hierro muy puro. Hay tierras ocracias encarnadas, amarillas y verdes en estado de convertirse en jaque [sic = jade?]. Sobre las mismas tierras se advierten porciones de minas de hierro, en estado de cal negra, cristalizaciones espáticas, penta de caedros [sic] y cales metálicas. Se encuentran piedras ferruginas que en el pais las tienen por amatistas y son verdaderas manganésias. Abundan los espatos, zeolitos convergentes; espatos geódicos corales, espatos polioredros cúbicos; agatas blancas y calcedonias arredondeadas, viendose de estas dos ultimas especies en todas las playas con los ojos de gato, los de pescado y porfidos grises. En las peñas de las costas se crian parasitas. En otros puntos se advierten cristalizaciones de agatas calcedonias que se acercan a opales de hermosos colores. Se hallan piedras de verde montaña y morado verde. Coral hace muchos años que el viajero Juan Gaetano halló allí muestras. Se encuentra la perla y otras ricas producciones doloramente descuidadas por nosotros.”

[Agriculture]

“Las referidas islas tienen abundentes buenos pastos. Se produce y cultive el tabaco, el arroz, maiz, judias, batatas, hortaliza, patatas, muchas diversas y buenas frutas, entre ellas zandias especiales. Plátanos, coco; limones, naranjas, el limoncillo de Manila, cidra é higos. La rima ó árbol del pan, añil, caña azucar, cacao, canela, nuez moscada y algodón. En baja mar se observen las playas cubiertas de plantas submarinas y de esponjas. El ganado vacuno abunda mucho, principalmente en la isla de Tinian, ya domesticado, bien cimarron, y de cuyas pieles ó cueros podría hacerse un comercio muy lucrativo como en otros tiempos se hizo con Buenos Aires, y hoy se hace alguno con Manila. Además hay ganado caballo, mular, asnal, de cerda, cabrio, ciervos, gallinas, los mejores gallos que se conocen para reñir, pabos, palomas, loros, gallinatas &a. Abundantes y especiales peces en los rios. Diversidad de mariscos, carey, conchas nacar ó madreperla. Siguey ó caracolillo que sirve de moneda en la india inglesa [= cowry shells]. Abunda mucho el Balate, especie de Sanaguijuela ó lombriz de mar que, beneficiado y curado al sol con sal, es un artículo de gran consumo en la China. También se encuentra el celebrado nido de pajar, abundancia de ballenas en aquellos mares, que van a pescar los ingleses y Anglo-americanos. Unos y otros, y algunos mas, también extranjeros, desembarcan en alguna de las islas Marianas, con preferencia en la de Ti-

nian, y a mano armada, si se ofrece, arrebatan el ganado, frutos y provisiones que encuentran; y sin pagar cosa alguna se lo llevan a sus buques.”

“Si en Marianas se promoviese y diera impulso á la agricultura, á las artes, á la cria de ganados, á la pesca y al comercio, bien pronto llegarían á un estado floreciente y tendrían representación propia en las relaciones comerciales mas importantes del Asia, de la Australia, de las Californias, y de todo el literal de las costas de las antiguas Americas españolas y las islas de Sandwich.”

“Se ha querido suponer que estas islas estan sugetas á sufrir frecuentes y grandes descalabros ó ruinas causadas por fuertes temporales, y que sus puertos no prestan ningun abrigo, seguridad ni ampara á los buques que llegan á ellas; pero se sabe que en todas las estaciones ó épocas del año han entrado en los puertos de Marianas, salido ó permanecido en ellos diferentes buques, que actualmente lo hacen en mayor numero los Anglo-americanos é ingleses balleneros, y principalmente los que bajan á Puerto Jackson y á la Australia y cuando regresan á China. Ocurren si alguno que otro temporal, tifón ó vaguio que causa los consiguientes daños, pero es preciso no olvidar lo que acontece en Filipinas, en los mares de China, en la Yndia, en las Antillas todas, en Veracruz, en el famoso puerto de Acapulco, reputado por uno de los mejores que se conocen, en Santa Elena, en el Cabo, en Madagascar, en Borbon y en Mauricio.”

La Comision, pues cree que cada dia es mas urgente é importante la conservacion y el fomento de las Marianas.

[Garrison, in 1850]

La fuerza militar que guarnece aquellas islas, segun las mas recientes noticias del año 1850 que la Comision tiene, consiste en seis compañías de milicia indigena de á setenta plazas con su Capitan, Teniente y Subteniente, y la plana mayor compuesta de un primer Comandante Teniente Coronel Gobernador de las mismas islas; un segundo Capitan de Ynfanteria, Sargento mayor, dos Ayudantes de la clase de Tenientes y un Abanderado de la de Subteniente.

La Comision pudiera ampliar al presente informe describiendo á cada una de las Marianas, pero sería demasiado prolijo, y en trabajo no lo considera necesario á la ilustracion del Consejo, despues de la reseña y de las explicaciones que preceden de lo que es y deberá ó podrá ser en general aquel descuidado pais; por eso solo ha creido necesario ocupar la atencion del Consejo con esta minuciosa é historica descripcion de las islas Marianas, persuadido de que tan exacta relacion ha de servir de apoyo para apreciar en su verdadero punto de vista las medidas de seguridad, proteccion y fomento que va a proponer en esta segunda parte.

[Part 2—Discussion and recommendations]

Deja ya indicadas, aunque ligeramente, las producciones de aquellos territorios, y en verdad que no puede oirse, sin el mas profundo dolor, que todos estos beneficios se hallen neutralizados, inactivos, y enteramente perdidos, para sus propios habitantes y

para la Nacion á que pertenecen, por efecto del completo abandono en que se encuentran, lo que produce que aquellos carezcan capitales para hacer entre si, genero alguno de tráfico ni comercio, y que la podrian suministrar unas islas de tanta importancia, si estubiesen bien administradas. Tiempo es ya, en concepto de la Comision, de que se empiece á pensar en asunto de tal trascendencia, no solo porque el espiritu del siglo propende á poner en movimientos todos los recursos que tienen los paises para su progreso material y para los adelantos en sus elementos de riqueza, sino porque la Providencia ha colocado á nuestras Marianas en una situacion geográfica en la cual, atendidos los conocimientos de la época, hay que optar entre dos extremos á cual mas puestas, á saber: ó procurar la España asegurar la pertenencia y fomento del Archipiélago Mariano, ó esperar el fatal momento de que alguna Nacion maritima y mercantil de las que ahora frecuentan con fruto propio las costas riquisimas de la China, del Japon y otros imperios al ver nuestros terrenos abandonados y sin defensa, se posesione de algunos de ellos como punto de apoyo para sus escursiones hostiles ó comerciales; en cuyo caso no puede dudarse de la suerte que cabria, con el tiempo, á todo nuestro Archipiélago Filipino. En efecto, situadas las Marianas en el punto geográfico que esmerado ofrecen un campo inmenso á importantisimas empresas y especulaciones comerciales; y esta sola circunstancia es un aliciente poderoso para que cualquiera potencia maritima pueda pensar en fundar algun establecimiento mercantil en puntos tan privilegiados; pero no es este el unico fundamento de los temores que hoy asoman; hay otro mas eficaz y es el de la casi necesidad en que se hallan algunas de las indicadas provincias de proporcionarse dicho establecimiento, como punto de escala y de apoyo para sus expediciones, pues bien se comprende que estando tan largas mucho se arriesga para sus resultados; si en la travesia no se encuentra con puertos propios de llegada en donde puedan repararse averias, refrescar viveres, hacer aguada, depositar enfermos y hallar en fin los demas auxilios casi siempre necesarios; y si esto es exacto, como no podrá dejar de conocerlo el Consejo, tambien lo es, que hoy mas que nunca hay el riesgo de que asi suceda, porque hoy mas que nunca es cuando se descubre que los intereses comerciales y las miras politicas de las grandes naciones, han puesto su atencion sobre estas remotas y ricas costas del Asia; y aunque tal peligro no fuese cierto, basta saber que nuestras pobres Marianas son de vez en cuando visitadas por algunos de los muchos buques balleneros que las toman a la fuerza los auxilios que necesitan, basta se repita tal vejamen para que se procura poner el oportuno remedio; lo que en el concepto de la Comision es tanto mas el hacerse, cuando no es un imposible encontrarle; y cuando la seguridad, el progreso y fomento que se dé á nuestros territorios de Marianas, ha de convertirse en seguridad, progreso y fomento de todas las otras provincias Filipinas, y por consecuencia de la Metropoli á que corresponden todas ellas. No hay que dudarlo: en los siglos en que aquellos mares eran poco frecuentados; en que las ambiciones estaban contraidas por el mutuo respeto que tenian entre si las naciones; y en que las combinaciones politicas y comerciales se reducian á mas estrechos limites, nada era de recelar, y el que el pais de las Marianas permaneciese inactivo y olvidado, no pasaba de ser un mal que aunque grave y de responsabilidad, porque siempre la hay

en gobernar descuidadamente, no deja de ser efectivamente un mal, local ó tóxico, pero sin riesgo de influir en daño de otros territorios inmediatos, pero la escena ha cambiado enteramente. Una Nacion colosalmente marina, se ha establecido á espensas de grandes sacrificios, en las costas de la China, y todo descubre que conservará con dificultad los terrenos que en ella pisa, siempre que no asegura á sus espaldas un punto de apoyo de donde saque recursos para sus movimientos y operaciones; otra potencia igualmente atrevida y de recursos maritimos sin limites, ha dado ya pruebas de que abriga el pensamiento de que dirigirse al Japon, y si en este año no verifica la expedicion proyectada, lo hará en otro, porque sus planes son irrevocables y [upside down ?]quien asegura que otra poderosa Nacion que hace pocos años trató de ocuparnos á Basilan, so pretexto de ignorar que era isla nuestra, querrá participar tambien de las ventajas que producen tales empresas? Todo es de creerse, ó mas bien dicho, todo esto se ve venir sin mucha dilacion y en concepto de los que suscriben la España hará muy bien en obrar con prevision poniendo en orden, seguridad y produccion sus islas Marianas, por cuyo medio seran respetadas de los estraños y podran ser utiles á si mismas y al Gobierno, porque á proporcion que acrezca la navegacion en aquellos mares, creceró tambien la importancia de las mismas islas, es decir, podrá suceder que sin salir de nuestro poder llegan á ser el punto de escala, de apoyo y de consumo para los buques que por allí transitan. Esto quiere decir, que aun mirada la cuestion como medida previsora, sera laudable la resolucion de este expediente mas la Comision añade, que aunque no mediara este alto objeto, y la cuestion versase solo en la conveniencia intrinseca de las mismas Marianas, con relacion á las demas provincias, aun en todo este concepto siempre sera acertado procurar hacer fructifero un pais que por dicitia ha dejado de serlo, y por tal circunstancia se ha hecho gravoso, y siempre será un acto justo cuidar que allí rejan las leyes y degen las Autoridades el mal camino de la opresion y de los abusos de que se dice adolecen, y nadie lo contradice.

[Recommendations]

La Comision pues, asi lo entiende, y en esta persuacion entra en materia, manifestando francamente las medidas que la han sugerido sus profundas meditaciones en tal arido negocio; y si bien con razon se desconfia de sus propias fuerzas, tiene la esperanza de que la sabiduria del Consejo rectificará sus indicaciones, haciendo las mas oportunas y practicables.

1ª La Comision esta poseida de que primero que deberá hacerse es arreglar cuanto antes, lo mejor posible, las comunicaciones entre las Marianas y Manila. El estado de incomunicacion en que hasta aqui estubieron, ha sido la fatal causa de la decadencia de las primeras, y no hay otro medio para esta desgracia, que el de abrir las comunicaciones, en lo cual nada podrian hacer las Autoridades Superiores residentes en la Capital de todas las islas ni nada bueno deberia esperarse de los Gefes que mandan en aquella distante Provincia. Esta medida se recomienda por si misma, y por lo tanto la Comision no hace mas que indicarla; y si bien conoce que el establecimiento de dos buques de vela y mejor de dos vapores de mediano porte para hacer esta travesia, causará gas-

tos, de esperar es que estos sean luego prodigamente compensados con los aumentos que llegará á tener con el tiempo, los ingresos en las Reales Cajas.

2ª Siendo un elemento de vida para los países la buena eleccion de sus autoridades, la Comision señala como una de las principales medidas, para que las islas Marianas prosperen, la esquisita eleccion del Gefe que ha de mandar en ellas, el cual debe reunir á una providad ya acreditada, una salud robusta y un caracter á proposito para captarse la voluntad y gratitud de aquellos habitantes.

3ª Otro tanto debe decirse con respecto á los párrocos que administren los curatos de aquellos pueblos, y por lo tanto la Comision entiende que será util se hagan sobre este punto los mas estrechos encargos, y tambien que el Gobernador Capitan General como Vice-Real Patrono, de acuerdo con el R. Obispo de Cebú, á que corresponde el territorio de Marianas, disponga lo conveniente á fin de que la provincia de S. Nicolas de Tolentino, encargada de aquellas parroquias, desde la salida de los Jesuitas, cuiden de dotarlas todas de religiosos de una misma orden, de probada virtud, y celo pastoral, y en el numero suficiente para que se hallen bien servidas, proveyendo á las iglesias, de cuenta de la Hacienda, de los ornamentos, basos sagrados y demas que se suministra á las nuevas reducciones en Filipinas.

4ª La Comision teniendo presente la admirable progresion y fomento que han tenido muchos países, á quienes se dieron unas bien entendidas franquicias en el Comercio, de lo que es buen egemplo el mismo Singapur en aquellos mares, que siendo un punto de insignificante importancia ha llegado á ser un puerto de gran riqueza, al cual solo por sus prerogativas acuden, entre otros, muchos buques Chinos, mientras en nuestras Filipinas, no obstante su mayor proximidad, apenas llegan á seis ú ocho los que entran y salen en el año, opina que podria convenir que se declaren puertos francos todos los de Marianas, bajo los bases que se adoptaron para las islas Canarias recientemente, y combinando el modo de aprovechar la situacion geográfica que ocupan y que convida á tal establecimiento con las reglas que harán de adoptarse, para que esto no perjudique á los intereses ya conocidos de la Aduana de Manila, ni tampoco impida que el puerto de Zamboanga és otro que tambien es ó fuere importante, disfrute de las concesiones que ya le estubiesen hechas.

5ª Debe cuidarse mucho por el Gefe Superior de las islas Filipinas, de que las Marianas tengan siempre la guarnicion necesaria (aunque solo la precisa) para su defensa y para que jamas se permita que los buques extranjeros ni nacionales que alli toquen, se apoderen á la fuerza de los recursos que necesitan. Sin embargo debe aspirarse á no ahuyentar ni dificultar las visitas de estos buques, sino por el contrario atraerlos á que concurran á comprar lo necesario, y esto endudablemente sucederá mediante la especial posicion de las Yslas, y mas si hubiera en ellas, como debe procurarse que haya, depositos de efectos navales de provisiones, y si en aquellos puertos se estableciese una discuta [sic] administracion con la cual los buques de todas las naciones encuentren, sin trabas ni obstaculo y sin esceso de derechos, los auxilios que necesitan para continuar sus viages.

6ª La medida que antecede induce á proponer, como en primer grado de preferen-

cia, la de procurar que en dichas islas haya deposito de carbon de piedra, cuyo articulo por si solo, bastaria para hacer el fomento apetecido. No será imposible que en las mismas islas se encuentre criadero de aquel articulo y si no lo hubiere en ellas lo hay en otras de estenso Archipiélago Filipino.

7ª La Comision observa con sentimiento, que la inspeccion de Yngenieros de minas que hace años existe en Manila causando el escesivo gasto de 4,050 pesos anualmente, no ha dado hasta ahora ningun resultado, ni de consiguiente correspondido al importantisimo obgeto de su encargo. En ese concepto la Comision esta penetrada desde luego deberia reprimirse la indicada inspeccion, organizandose en la Peninsula una comision especial de yngenieros de minas que, con las convenientes instrucciones, salga inmediatamente para Filipinas á las órdenes de aquel Gobernador Capitan General, y practique en aquellas islas las mas prolijas investigaciones geologicas acerca de la existencia del carbon de piedra que ya se conoce y en la provincia de Albay le explotan Don T. M. Peñaranda y Don N. Cardero, y en Angat provincia de Bulacan hace lo mismo otro particular. Ademas dichos reconocimientos, investigaciones y observaciones deberan ampliarse y comprender los demas minerales y metales que encierran las tierras de Filipinas.

8ª Como medida de fomento, de politica y de justicia, debe hacerse desaparecer de las islas Marianas el caracter que antes tubieron de establecimiento penal.

9ª La Comision no desconoce que ya antes de ahora se ha dictado reglas y concesiones para fomentar la agricultura en las islas Marianas, pero todo ha sido inutil, por no haber habido la constancia necesaria y el celo que exigen tales pensamientos. Por lo mismo, y pues es llegado el caso de ser indispensable dar importancia y seguridad á aquel pais ó temer el haber de perderle, la Comision cumplirá con el deber de manifestar su opinion en cuanto á las bases y medios que conceptua deben emplearse para dar vida á aquel cuerpo moribundo. En primer lugar encuentra que aquellos terrenos son susceptibles de rica producciones como ya queda indicado en la primera parte de este informe, y asi no tendrá por perdido el trabajo que se emplee en fomentar estas mismas producciones. La sabia legislacion de Yndias señala muy oportunamente los medios con que esto ha de conseguirse, pero sin separarse de su espiritu, la Comision dirá que nada se resiste al estimulo de las concesiones y privilegios. Por lo tanto, propone 1º Que se conceda á aquellos indigenas la exencion por cierto numero de años, de todo tributo, derecho y gabela que afecta su agricultura. 2º Que asimismo se conceda igual esencion de derechos, cargas y gavelas á todos los individuos ó familias que indispensablemente han de ser Catolicos, y que vayan allá de otras provincias de Filipinas y del Asia, de América ó de Europa á emplearse en la agricultura, ó en las artes ú oficios; repartiendoles terrenos, en la debida proporcion, que se les daran en usufructo por cierto numero de años, sin el menor grabamen, proporcionandoles algun ganado y las herramientas é instrumentos que fuese posible con ciertas y equitativas condiciones. 3º Que se establezcan premios para aquellos que acrediten labrar mayor estencion de terrenos, ó que presenten mejoras en la calidad de sus frutos ó la cantidad respectiva, y en los artefactos; que sean libres, por cierto tiempo, de todo derecho de

Esportacion, los frutos y demas productos de aquellas islas, siendo muy moderados los derechos de puerto que se exijan á los buques que vayan á estraerlos.

10ª Ya que no deba proponerse, por la Comision, el restablecimiento del Colegio de San Juan de Letran de Agaña al ser y estado que tubo en su origen, debe indicar como conveniente al fomento y cultura de aquellas islas, el que cuanto antes se le reintegre 1º de los fondos que le deben las Reales Cajas de Manila, y que se apliquen todos sus bienes al establecimiento de escuelas de primeras letras y otras enseñanzas industriales, fabriles ó rurales que parezcan utiles en todos los pueblos, segun el estado de las islas y que se atienda mucho á la conservacion del Hospital de San Lazaro y asistencia de los desgraciados enfermos.

11ª En cada uno de los pueblos de las diferentes islas Marianas, deberá haber, como en Filipinas, un Gobernadorcillo ó Alcalde de naturales y los demas individuos de justicia eligidos todos conforme al método observado en Filipinas, cuyo Gobernador deberá remitir al de Marianas los titulos impresos con el suficiente claro en que se haya de escribir el nombre de la persona eligida.

12ª En sentir de la Comision, no deberá haber en las islas Marianas mas empleados civiles que los mas precisos y absolutamente indispensables al lento, sencillissimo y corto servicio que tienen que desempeñar en un pais donde, á lo menos por cierto numero de años, no habrá tributos ni otros impuestos que recaudar, como la Comision deja indicado, pero la parece que convendrá que de Manila vaya uno de los Oficiales de Yngenieros que hay alli para que reconozca las fortificaciones de Marianas, y de acuerdo con el Gobernador de ellas, propongan por conducto del Gefé Superior de Filipinas, lo que convendrá disponer, y que así el Yngeniero como los demas empleados militares y civiles sean relevados por otros á los tres, cuatro ó seis años.

13ª Parece á la Comision que convendria prevenir al Gobernador Capitan General de Filipinas que en calidad de Vice Real Patrono, influya y coopere á que las obras pias de Manila proporcionen y faciliten candidades de dinero, á la gruesa, para el comercio con Marianas, bajo las mismas reglas que se observen para los demas riesgos; y al mismo tiempo prodrá advertirse á la espresada Autoridad de Manila, que al remitir los caudales correspondientes á las obligaciones de Marianas, se comprenda en ellas, alguna cantidad de plata menuda y de monedas de cobre para facilitar los cambios en aquellas islas.

14ª A la Comision parece que sin embargo de los pocos satisfactorios resultados que en todas partes y en diversos tiempos produjeron las Compañias generales de Comercio, y de lo que una triste experiencia ha acreditado, las especiales circunstancias que militan con respecto á las islas Marianas, persuaden, para el fomento de su agricultura y de su comercio y para sacarlas del estado de inanicion en que desgraciadamente estubieron y se encuentran, convendria prevenir al Gobernador Capitan General de Manila que, reuniendo á una Junta, que él presidirá, á los navieros, hacendados propietarios, fabricantes y particulares, les escite y anime á formar una compañía ó asociacion mercantil, que contando con la eficaz proteccion del Gobierno de S.M. se dediquen desde luego á emprender el Comercio y el trafico maritimo con Marianas,

que desde Filipinas, bien desde los otros puntos del Asia, de las Americas, de España ú otras partes de Europa. Todo bajo un reglamento que, redactado por los mismos asociados se someteria despues á la Real aprobacion de S.M. Ademas á la Comision tambien parece que al mismo proposito, podria el Gobierno de S.M., si lo considera oportuno, hacer una eficaz invitacion á todo el Comercio de España, á los Capitalistas, propietarios hacendados, y demas á que, de la manera mas persuasiva, influan para que de la Peninsula se forma esa misma Compañia ó Asociacion, con iguales obgetos de hacer el Comercio y fomentar la agricultura y ramos de industria de Marianas, cuyas operaciones protegeria por todos los medios posibles el mismo Gobierno de S.M.

15ª Finalmente á la Comision parece que, siendo tan poco conocidas las Marianas, no solo en la Peninsula, sino tambien en Filipinas, se publicase por medio de la Gaceta, el Boletin oficial y periodicos tanto en España como en Manila la parte de este informe relativa al clima de Marianas, caracter é índole de sus naturales, producciones agricolas, minerales, animales y perqueria, y las gracias, franquicias, conseciones y proteccion que decidamente les dispensa desde luego el Gobierno de S.M. y continuará dispensandolas; debiendo remitirse egemplares á las Autoridades y corporaciones de Manila, que enviarán los necesarios á Marianas, con la oportuna prevencion al Gobernador Capitan General de Filipinas, que inmediatamente ponga en egecucion y observancia cuanto S.M. digne resolver, en virtud del presente dictamen, advirtiendole que si alguna parte ofreciese obstaculos é inconvenientes insuperables, inmediatamente los consulte con la debida justificacion á S.M. proponiendo al mismo tiempo los medios de vencer aquellos, y sin perjuicio de no retardar, por ningun pretesto, la realizacion de lo que no presente dificultades de aquel genero.

Este es el dictamen de la Comision que suscribe. El Consejo sin embargo, resolverá como siempre lo mas acertado.

[Decision of the Council]

Y el Consejo, Señora, reunido en pleno previa la citacion y demas formalidades prescritas en su Reglamento acordó en sesiones de diez y ocho y veinte y cinco de Noviembre, dos y nueve de Diciembre ultimos, conformandose con la totalidad del dictamen de la Comision consultar á S.M. lo siguiente;

El Consejo esta poseido de que lo primero que deberá hacerse es arreglar cuanto antes lo mejor posible, la comunicacion entre las Marianas y Manila. El estado de incomunicacion en que hasta aqui estuvieron ha sido la fatal causa de la decadencia de las primeras, y no hay otro remedio para esta desgracia que el de abrir las comunicaciones, sin lo cual nada podrian hacer las Autoridades superiores, residentes en la Capital de todas las islas, ni nado bueno deberia esperarse de los Gefes que mandan en aquellas distantes provincias. Esta medida se recomienda por si misma y por lo tanto el Consejo no hace mas que indicarla, y si bien conoce que el Establecimiento de dos buques de vela y mejor de dos vapores de mediano porte, para hacer esta travesia, causará gastos, de esperar es que estos sean luego prodigamente compensados con los

aumentos que llegarán á tener con el tiempo los ingresos en las Reales Cajas.

Siendo un elemento de vida para los paises la buena eleccion de sus autoridades, el Consejo señala como una de las principales medidas, para que las islas Marianas prosperan, la esquisita eleccion del Gefé que ha de mandar en ellas, el cual debe reunir á una providad ya acreditada, una salud robusta y un caracter á proposito para captarse la voluntad y gratitud de los habitantes.

Otro tanto debe decirse con respecto á los párrocos, que administren los curatos de aquellos pueblos, y por lo tanto el Consejo entiende que será util se hagan sobre este punto los mas estrechos encargos, y tambien que el Gobernador Capitan General, como Vice Real Patrono, de acuerdo con el Prelado de la orden á que corresponde el Territorio de Marianas, disponga lo conveniente á fin de que la provincia de S. Nicolas de Tolentino, encargada de aquellas provincias, desde la salida de los Jesuitas, cuiden de dotarlas todas de religiosos de una misma orden de probada virtud y celo pastoral, y con el numero suficiente para que se hallen bien servidas, proveyendo á las iglesias, de cuenta de la Hacienda, de los ornamentos, basos sagrados, y demas que se suministra á las nuevas reducciones en Filipinas.

Debe cuidarse mucho que el Gefé Superior de las islas Filipinas, de que las Marianas tengan siempre la guarnicion necesaria, aunque solo la precisa, para su defensa, y para que jamas se permita que los buques extranjeros ni nacionales que alli toquen se apoderen á la fuerza de los recursos que necesitan, segun lo permitiesen las atenciones del servicio publico que le estaban encargadas en aquellos dominios.

La medida que antecede induce á proponer como en primer grado de preferencia, la de procurar que en dichas islas haya depositos de carbon de piedra, cuyo articulo, por si solo, bastaria para hacer el fomento apetecido. No será imposible que en las mismas islas, se encuentre criadero de aquel articulo, y si no hubiere en ellas lo hay en otras del estenso Archipiélago Filipino, y el Consejo ha creido conveniente hacer esta indicacion á S.M. á fin de que si lo halla oportuna se sirva prestarla su Real aprobacion.

Como medida de fomento, de politica y de justicia, debe hacerse desaparecer de las islas Mariaas el caracter que antes tubieron de establecimiento penal.

El Consejo no desconoce que ya antes de ahora se han dictado reglas y concesiones para fomentar la agricultura en las islas Marianas, pero todo ha sido inutil por no haber habido la constancia necesaria y el celo que exigen tales pensamientos. Por lo mismo, y pues es llegado el caso de ser indispensable dar importancia y seguridad á aquel pais, á temer el haber de perderle. el Consejo cumplirá con el deber de manifestar su opinion, en cuanto á las bases y medios que conceptua deben emplearse para dar vida á aquel cuerpo moribundo. En primer lugar, encuentra que aquellos terrenos son susceptibles de ricas producciones, como ya queda indicado en la primera parte del informe de la Comision y asi no tendra por perdido el trabajo que se emplee en fomentar estas mismas producciones. La sabia legislacion de Yndias señala muy oportunamente los medios con que esto ha de conseguirse, pero sin separarse de su espiritu, el Consejo dirá que nada se resiste al estimulo de las concesiones y de los privilegios. Por lo tanto propone: 1° Que se conceda á aquellos indigenas la exencion, por cierto numero de años,

de todo tributo, derecho y gabela que afecte su agricultura. 2º Que así mismo se conceda igual exención de derechos, cargas y gabelas, á todos los individuos ó familias que indispensablemente han de ser Católicos, y que vayan allá de otras provincias de Filipinas y del Asia, de America ó de Europa, á emplearse en la agricultura, ó en las artes ú oficios, repartiendoles terrenos en la debida proporcion que se les daran en usufructo por cierto numero de años, sin el menor grabamen, proporcionandoles algun ganado y las herramientas é instrumentos que fuese posible, con ciertas y equitativas condiciones. 3º Que se establezcan premios para aquellos que acrediten labrar mayor estension de terrenos, y que presenten mejoras en la calidad de sus frutos ó en la cantidad respectiva y en los artefactos; y que sean libres por cierto tiempo de todo derecho de exportacion los frutos y demas productos de aquellas islas, siendo muy moderados los derechos de puerto que se exijan á los buques que vayan á extraerlos, y poniendose todo en conocimiento del Gobierno de S.M. para que sirva tenerlo presente en caso necesario.

Ya que no deba proponerse por el Consejo el restablecimiento del Colegio de San Juan de Letran de Agaña, al ser y estado que tuvo en su origen, debe indicar como conveniente al fomento y cultura de aquellas islas, el que cuanto antes se le reintegre de los fondos que le deben las Reales Cajas de Manila, y que se apliquen todos sus bienes al establecimiento de escuelas de primeras letras, y otras enseñanzas industriales, fabriles ó rurales que parezcan utiles en todos los pueblos, segun el estado de las islas, y que se atienda mucho á la conservacion del Hospital de San Lazaro y asistencia de los desgraciados enfermos.

En cada uno de los pueblos de las diferentes islas Marianas, deberá haber, como en los de Filipinas, un Gobernadorcillo ó Alcalde de naturales, y los demas individuos de justicia elegidos todos conforme al método observado en Filipinas, cuyo Gobernador deberá remitir al de Marianas los titulos impresos con el suficiente claro en que se ehaya de escribir el nombre de la persona elegida.

En sentir del Consejo, no deberá en las islas Marianas mas empleados civiles que los muy precisos y absolutamente indispensables al lento, sencillísimo y corto servicio que tienen que desempeñar en un pais, donde á lo menos por cierto numero de años, no habrá tributos ni otros impuestos que recaudar, como la Comision deja indicado, pero lo parece que convendra que de Manila vaya uno de los Oficiales de Yngenieros que hay allí para que reconozca las fortificaciones de Marianas, y de acuerdo con el Gobernador de ellas, propongan, por conducto del Gefe Superior de Filipinas, lo que convendrá disponer; y que así el Yngeniero como los demas empleados militares y civiles, sean relavados por otros á los tres, cuatro ó seis años.

Parece al Consejo que convendria prevenir al Gobernador Capitan General de Filipinas, que influya y coopere á que las obras pias de Manila proporcionen y faciliten cantidades de dinero á la gruesa, para el Comercio con Marianas bajo las mismas reglas que se observen para los demas riesgos; y al mismo tiempo podrá advertirse á la espresada autoridad de Manila que, al remitir los caudales correspondientes á las obligaciones de Marianas, se comprenda en ellas alguna cantidad de plata menuda y de moneda de

cobre para facilitar los cambios en aquellas islas.

Al Consejo parece que sin embargo de los pocos satisfactorios resultados que en todas partes y en diversos tiempos produjeron las Compañías generales de comercio, y de lo que una triste esperiencia ha acreditado, las espresadas circunstancias persuaden á que para el fomento de su agricultura, industrias y comercio, y para sacarla del estado de inacción [sic = inanición] en que desgraciadamente estubieron y se encuentran, convendría prevenir al Gobernador Capitan General de Manila que reuniendo en una Junta, que él presidirá, al Tribunal y Junta del Comercio, ó á los demas individuos del mismo, á los navieros, hacendados, propietarios, fabricantes y particulares, les escite y anime á formar una Compañía ó Asociacion mercantil que contando con la eficaz proteccion del Gobierno de S.M. se dediquen desde luego á emprender el comercio y el trafico maritimo con Marianas, ya desde Filipinas bien desde los demas puertos del Asia, de las Americas, de España ú otras partes de Europa. Todo bajo de un Reglamento que redactados por los mismos asociados, se someteria despues á la Real aprobacion de V.M. al cual parece al Consejo hacer esta indicacion á fin de que lo tenga presente si lo considera oportuno.

Ademas al Consejo tambien parece que el mismo proposito podria el Gobierno de V.M., si lo considera conveniente hacer una eficaz invitacion á todo el Comercio de España, á los Capitalistas, propietarios, hacendados, y demas á que, de la manera mas persuasiva influyan para que en la Peninsula se forma esa misma Compañía ó Asociacion, con iguales obgetos de hacer el comercio y fomentar la agricultura y ramos de industria de Marianas, cuyas operaciones protegeria por toda los medios posibles el mismo Gobierno de V.M.

Finalmente al Consejo parece que siendo tan poco conocidas las Marianas, no solo en la Peninsula, sino tambien en Filipinas, se publicase por medio de la Gaceta, el Boletin Oficial y periodicos tanto en España como en Manila, la parte del precedente informe relativa al clima de Marianas, caracter é índole de los naturales, producciones agricolas, minerales, animales y pesqueria; y las gracias, franquicias, conceciones y proteccion que decididamente les dispensa desde luego el Gobierno de V.M. y continuará dispensandolas debiendo remitirse egemplares á las autoridades y corporaciones de Manila, que enviaran los necesarios á Marianas, con la oportuna prevencion al Gobernador Capitan General de Filipinas, que inmediatamente ponga en egecucion y observancia quanto V.M. se digne resolver en virtud de esta consulta, advirtiendole que si alguna parte ofreciere obstaculoé inconvenientes insuperables inmediatamente los consulte con la debida justificacion á V.M. proponiendo al mismo tiempo los medios de vencer aquellos y sin perjuicio de no retardar, pro ningun pretesto, la realizacion de lo que no presente dificultades de aquel genero.

Tal es la opinion que el Consejo eleva á V.M. acompañando el voto particular que sobre este mismo punto hacen los Consejeros Don Pedro Antonio Salazar y Don Juan de Yrizar y Moya para que en vista de todo se digne resolver lo que fuere de su Soberano agrado.

Dios guarde la importante vida de V.M. largos años, para bien de la Monarquía.

Sala del Consejo 9 de Diciembre de 1852.

Señora

A L.R.P. de V.M.

Luis Lopez Ballesteros

José Gastero Serrano

Bernardo de la Torre Reyes

Jaime María de Salas i Azara

Conde de Valle

Vicente Marquez Queipo

Pedro Esossen(?)

Juan Naveno Ytuse(?)

Pedro Antonio Salazar

Cayetano de Zuñiga

Translation.

Madam:

The Vice-Chairman and Councilor, Don Luis Lopez Ballesteros, making use of the initiative that Y.M. has deigned to concede to the Council of Overseas in its present statutes, has himself made the following proposal for a consultation, on 20 November 1851, as follows:

“Making use of the initiative conceded to the members of the Council by Article 22 of its Regulations, I propose: That, for the purpose of examining the means by which to improve the security and development of the Mariana Islands, in our Philippines, our Government be asked for all the background information that might be found in the ministries concerned with this matter.”

“The Council, in accordance with its regulations, forwarded this proposal to an ad-hoc Commission, on 29 November 1851, in a letter which reads as follows:”

“Considering that it could be very useful to adopt some measure for the development of our distant Mariana Islands, whose poverty has increased since the elimination of the Acapulco galleon that used to stop there during her regular voyages, and with the elimination of the installations that the Jesuits had there; Considering also that, since the occupation of some places along the coast of China by the English, and the affluence overthere of foreign warships, it has become necessary to exercise a greater vigilance and security in all the points of that archipelago and its dependencies; And finally, keeping in mind that the proposal in question can be said to consist in gathering information and background that can lead to another proposal worthy of the importance of the Council; The Commission understands that the purpose of the above-mentioned proposal is praiseworthy, and therefore must be accepted by the Council; not forgetting the fact that background information on this matter has been requested from the General Archives of the Indies in Seville.”

The Council, in view of the preceding recommendation taken in the above-mentioned

meeting of 27 November, was of the opinion that the matter should be considered and referred it back to said Commission so that they investigated it further and proposed what they saw fit. This was done, and it presented the following report:

“The Commission that was charged with the study of the files dealing with the condition of the Mariana Islands, their development, administration and political and commercial importance, having seen and analyzed all of them, says: that, in accordance with the Royal decision dated 14 December 1828, that was forwarded by the Minister of Finance, there was established in his Secretariat a special desk for the Mariana Islands. The desk gathered as much information as was possible to get, by requesting files, documents and reports, from the other Ministries; from the General Archives of the Indies in Seville; from the Secretariat of the Council of the Indies; from the latter’s General Accounting Office; from the Philippine Company; from the Father Commissioner of the missions of the Augustinian Recollects in those islands; from the Father Provincial of the Society of Jesus; from the Father General and the Commissioner of San Francisco of the Indies; from Don Alexandro Parreño, former Governor of the Marianas; from Don Manuel Bernaldez y Pizarro, former judge of the Audiencia of Manila; from Don Ciriaco Gonzalez Carbajal, former judge and Intendent of the Philippines, and finally from the Judge of Arrivals at Cadiz.

Therefore, as a result of said background information, of the enlightened notices that those people gave, those that were acquired from some archives, those that were received from the Hydrographic Office, those that were collected from scientific voyages made by foreigners, and the narratives of famous travellers that had visited the Marianas, and, after consulting the works published by learned authors, said desk of the Secretariat of Finance of the Indies wrote a detailed, instructive and interesting report, which, for the better knowledge of the Council, the Commission has made an extract, as follows:¹

...
[Geology of Guam]

“Among the investigations made regarding those islands, by the famous naturalist Reysi [sic],² Pineda³ and Acosta,⁴ it appears that, in their various rivers and lagoons, there are gold-bearing sands and nuggets, which prove the existence in the hills of veins or strata of this precious metal. The famous gentleman, Don Ciriaco Gonzalez Carbajal, says the same thing in his report dated 14 December 1828. The beaches show abundance of sand that contains very pure iron. There is earth with red, yellow and green ocher, in a state of being converted into *jaque* [?]. In the same earth samples can be seen evidence of the presence of iron, in the form of black lime, spathic crystals, *penta de*

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- 1 Ed. note: The first part, historical in nature, is so full of inaccuracies that it need not be repeated here.
 - 2 Ed. note: Transcription error for Rienzi, I think (see Doc 1828J). He was not a naturalist, but a geographer who copied the works of other authors.
 - 3 Ed. note: Antonio Pineda, who was a member of the Malaspina Expedition of 1792.
 - 4 Ed. note: Acosta wrote a book in 1759.

caedros [sic] and metallic limes. There can be found iron-bearing stones which locally are thought to be hematites but is in fact manganese. There is an abundance of spathes, convergent zeoliths; geodic coral spathes, cubic polioedric spathes, white and calcedonic agates tht are rounded, and samples of the latter two can be seen on the beaches along with cat's eyes, fish eyes and grey porfides. In the crags along the shore there are parasites. At other places can be seen crystals of calcedony agates that are like opals with beautiful colors. There can be found stones, mountain green or purplish green in color. As far as coral is concerned, years ago, the traveller Juan Gaetano found samples of it there. There can also be found pearls and other rich products that are unfortunately ignored by our people."

[Agriculture]

"The above-said islands have good pasture land in abundance. They produce, and are cultivated there, tobacco, rice, corn, peas, potatos, garden vegetables, sweet potatos, many species of good fruits, among which are special watermelons; bananas, coconuts, lemons, oranges, the Manila lime, sour oranges and figs; breadfruit, indigo, sugarcane, cocoa, cinnamon, nutmeg and cotton. At low tide, the beaches can be seen covered with marine plants and sponges. Cows are in great abundance, specially on the Island of Tinian, either domesticated or in a wild state, whose skins can be made into a luctrive trade item, as in former imes took place in Buenos Aires, and today is somewhat taking place at Manila. Furthermore, there are horses, mules, donkeys, pigs, goats, deer, chickens, the best fighting cocks known to exist, ducks, doves, parrots, wild hens, etc. There is fish aplenty in the rivers. Seafood, tortoise-shell, pearl oysters abound. Cowrie shells that are used as money in English India are present. There is an abundance of trepang, a sor of sea-cucumber or slug which, once it has been prepared and cured in the sun with salt, forms an article of food that is much consumed in China. There is alo an abundance of the famous bird's nests, also whales in those seas, which the English and Anglo-Americans hunt. Both of these nations, as well as some others, also foreigners, land on some of the Mariana Islands, specially Tinian, and by force if necessary, hunt the cattle, collect the fruits and provisions that they find, and then, without paying anything, take them away to their ships."

"If agriculture, or the trades, or the breeding of cattle, or the fishery and trade were to be fostererd and supported in the Marianas, very soon they would reach a floruoshing state and would make their own mark in the more important markets of Asia, of Australia, of the Californias, and all along the coasts of the formerl Spanish colinies in the Americas and in the Sandwich Islands."

"Some people have pretended that these islands are subject to frequent and great damages or destruction caused by strong storms, and that their ports do not offer any shelter or safety to the ships that arrive there; however, it is known that in all seasons or period of the year ships have come into the ports of the Marianas, departed from them or remained there, various ships; at present, those are for the most part Anglo-American or English whaling ships, but also ships that are bound to Port Jacson and

Australia, and on their return voyage to China. Of course, there occur some storms and typhoons that cause obvious damages, but it is important not to forget what happens in the Phiippines, in the China Sea, in India, in all of the West Indies, in Veracruz, in the famous port of Acapulco, reputed to be onoe of the best ports in existence, at St. Helen's Island, at the Cape, at Madagascar, at Reunion Island and Mauritius Island."

The Commission, therefore, thinks that every day it becomes more urgent or important to preserve and develop the Marianas

[Garrison, in 1850]

The military force that forms the garrison of those islands, according to the most recent report of 1850 that the Commission could find, consists of six companies of native militia of 70 positions with one Captain, Lieutenant and Second-Lieutenant, and a headquarters staff consisting of a Senior Commander, a Lieutenant-Colonel, the Governor of said Islands; a Junior Commander, an Infantry Captain; a Sergeant-Major, two Adjutants with the rank of Lieutenants; and one flag-bearer with the rank of Second-Lieutenant.

The Commission could have amplified the present report by describing each of the Mariana Islands, but it would be too prolix, and does not consider the work necessary to enlighten the Council, coming as it would after a sketch and the explanations already given regarding what is, should be and could be, in general this forgotten country; that is whay it has only considered it necessary to occupy the attention of the Council with the detailed and historical description of the Mariana Islands, persuaded that such an exact narrative must serve to support the appreciation of what must be the true measures of security, protection and development that form the recommendations contained in Part 2.

[Part 2—Discussion and recommendations]

We have already mentioned, though briefly, the products of those territories, and in truth one cannot listen without the deepest regret, that all of these benefits have been neutralized, rendered inactive, and entirely lost, not only to otheir own inhabitants but also to the Nation to which they belong, as a result of the complete condition of abandonment at present; this results in the inhabitants lacking capitl to support any kind of trade among them, a trade that could be supported by islands of such an importance, if only they were well administered. The time has come, in the opinion of the Commission, to begin to think of a matter of such importance, not only because the spirit of the times urges us to activate all the resources that countries have toward their material progress and to develop their wealth, but also because Providence has placed our Marianas in a geographical situation in which, given the present knowledge, we must choose between two oposed alterntives, to owit: either Spain must make secure its ownership of the Mariana archipelago, or else wait for the fatal moment when some maritime and mercantile Nation, from among those now visiting the very rich coasts

of China for their own benefit, those of Japan and other empires, upon seeing our territories abandoned and defenceless, will invade some of them for use as bases for their hostile or commercial operations; in the latter case, one cannot doubt what would become, in time, of the whole of our Philippine archipelago.¹ Indeed, the Marianas are situated at a geographical point that plainly offers a huge field for very important enterprises and commercial speculations; and this unique circumstance is of itself a powerful incentive for any maritime power to think about founding some mercantile establishment at such privileged places. However, this is not the only basis for the fears that preoccupy us today; there is another, more efficient one, and it is that of the near necessity of some of the above-said provinces find themselves of providing themselves with such an establishment, as a place at which to stop and refresh during their expeditions; indeed, as such expeditions last so long, they easily run into difficulty, unless they can find a port of their own during such crossings, at which to stop and repair damages, take on fresh supplies of food, take on water, leave their sick and finally find the other assistance that is almost always necessary. And if this is the case, how could the Council ignore this fact, as is the well-known danger that it might happen, because nowadays, more than ever, the commercial interests and the political objectives of the big nations, are focused on the remote but rich coasts of Asia. Even though this risk did not exist, it is sufficient to consider that our poor Marianas are visited now and then by some of the many whaling ships that take by force the supplies they need, and it is sufficient for this to occur again for a timely remedy to be taken. This, in the opinion of the Commission, is what must be done and can be done, when the security, progress and development of our territories of the Marianas must be converted into the security, progress and development of all the other Philippine provinces, and therefore those of the metropolis, to which they all belong. There is no doubt about it: during the centuries that those seas were little visited, when mutual respect prevailed between nations, and when political and commercial designs did not go beyond certain limits, there was nothing to fear; the fact that the Marianas remained inactive and forgotten, was not right, as they suffered badly, under a lax administration; however, this problem was local and did not present a danger to other nearby territories. Now, the situation has changed completely. We have one Nation, a strong sea power,² that has established herself at great expense on the coasts of China, and it is foreseen that she will have a hard time to hold on to the ground that she is now occupying, unless she acquire a staging area from which to draw resources to support her movements and operations. There is another power, equally daring and with limitless maritime resources,³ that had given proofs that she has designs on Japan, and if she does not send the planned expedition this year, she will do so in other years, because her plans are irrevocable, and who can assure us that another powerful Nation⁴ that, a few years ago, tried to dispossess us of

1 Ed. note: This was a dire prediction of their loss to the U.S. in 1898.

2 Ed. note: A reference to England.

3 Ed. note: A reference to the U.S.A.

4 Ed. note: A possible reference to France.

Basilan Island, under pretext that she ignored that it belonged to us, would not try and benefit from such enterprises? This is all very believable, better said, all of this can be foreseen without much delay and, in the opinion of the writers of this report, Spain would do well to act accordingly, by bringing order, security and productivity to her Mariana Islands, in order for foreigners to take them seriously. In this way, they could become useful to themselves and to the Government, because, as navigation increase in those seas, the importance of said islands will also increase. In other words, it could happen that, without leaving our dominion, they could become a port of call, of support and consumption for the ships that navigate thereabouts. This means that, even though the measure can be considered preventatite in nature, it is necessary to resolve the present issue; furthermore, the Commission adds that, even though such a high objective were not intervening, the question should be seen as deserving to be adopted for the intrinsic benefit of the Mariana Islands themselves, as well as that of the other provinces; indeed, the whole point is to make prosperous a country that, on account of indolence is no longer so, and it is for this reason that it has become a serious matter; indeed, the time has come for law and order to prevail there; the authorities should stop using oppression and committing abuses that are common there (everyone agrees about this).

[Recommendations]

The Commission therefore sees it this way, and is persuaded about this matter so well that it frankly proposes the measures that its own deep meditations have suggested to it regarding this dry business; and if, for good reasons, it does not trust its own strength, it hopes that the wisdom of the Council will rectify its recommendations, by making them timely and practicable.

1. The Commission is convinced that the first thing that must be done is to arrange as soon as possible, the best way possible, communication between the Marianas and Manila. The state of communication that has heretofore existed has been the fatal cause of the decadence of the former, and there is no other means to counteract this awful situation, other than by opening communications, as otherwise, the Superior Authorities in the capitl of all the islands will not be able to do anything nor can anything good be expected from the Commanders in that distant province. This measure recommends itself, and therefore the Commission only makes mention of it, although it knows that the establishment of two ships, sailing ships, or better two steamships, of average capacity, to make this crossing, will cause expenses to be made, it is to be hoped that these will in future be hugely compensated by increases in the revenues of the Royal treasury.

2. Given that, for a country to run well, it is necessary to depend on authorities who have been well selected, the Commission wishes to point out that one of the main measures to be taken in order to make the Mariana Islands prosper is the proper selection of the person who is to be their Governor. He must, besides a proven record of probity, have a robust health and an appropriate character that would allow him to

gain the goodwill and gratitude of the population.

3. A similar recommendation can be made with regards to the curates who administer the parishes of those towns, and therefore the Commission understands that it would be useful to re-affirm this point regarding their duties, and also have the Governor Captain General, in his capacity as Vice-regal patron, and in agreement with the Bishop of Cebu, to whom the territory of the Marianas belong, arrange what is proper for the Province of San Nicolas de Tolentino, entrusted with those parishes since the departure of the Jesuits, to make sure that they are all provided with religious of the same order, of deep virtue, and pastoral zeal, and in a number that is sufficient to have them well served, providing the churches, at the expense of the Treasury, with ornaments, sacred vessels and the other things that are provided in the case of the new reductions in the Philippines.

4. Taking into account that many countries have made remarkable progress and development, which have given out some well-planned trade franchises, a good example of which is Singapore in those seas, which was an insignificant point but has become a point of great wealth, visited by many Chinese ships, on account of its prerogatives, whereas our Philippines, in spite of their closer proximity [to China], are hardly visited by six to eight such ships a year, the Commission is of the opinion that it might be convenient to declare all the ports in the Marianas to be free ports, under the same basis under which they were established in the Canary Islands of late, thus combining the way to take advantage of the geographical position that makes such an establishment desirable with the rules that would have to be adopted, so as not to cause prejudice to the known interests of the Manila Customs, nor to the port of Zamboanga which is another place of importance, now or in future, that should continue to enjoy the concessions that have been made there.

6. The Governor of the Philippines must take care always to supply the Marianas with the necessary (but only correct) garrison for their defence and to prevent that foreign and national ships visiting the islands from appropriating by force the resources that they need. Nevertheless, the aim should be not to cause them to stay away, but to the contrary, to attract them and have them flock there to buy the supplies they need. This will undoubtedly succeed, as a result of the unique position of the islands, the more so if they find there what should be found there, that is, a stock of ship supplies of all sorts, and if there were in said ports an administration under which the ships of all nations could find, without impediments or obstacle and without excessive duties, the assistance they need to pursue their voyages.

6. The preceding measure leads the Commission to propose, on a priority basis, the establishment in said islands of a depot of hard coal, an article that would, of itself, suffice to create the desired development. It may not be impossible to find that article in said islands, but if none can be found there, these is in other parts of the extensive Philippine archipelago.

7. The Commission notes with regret, that the Mining Engineering Department that has existed for many years in Manila and is causing an excessive amount of expensis,

to the tune of 4,050 pesos a year, has not yet produce any result, and therefore has not fulfilled its very important mandate. In this matter, the Commission thinks that, of course, said department should be disbanded, and replaced by a special commission of mining engineers which, by means of appropriate instructions, could go out immediately to the Philippines and, under the orders of their Governor Captain General, carry out in those islands the most extensive geogical researches to find deposits of hard coal which are known to exist overthere, because in the province of Albay some are exploited by Don T. M. Peñaranda and Don N. Cordero, and also by another individual at Angat in the province of Bulacan. In addition, said surveys, researches and observations should be extended and include the other minerals and metals that exist in the Philippines.

8. As a measure of development, of policy and justice, there must be made to disappear from the Mariana Islands the character that they formerly had as a penal settlement.¹

9. The Commission knows very well that in the past some regulations and concessions have been made to foster agriculture in the Mariana Islands, but everything has been in vain, because there were not enough persistence and zeal applied as they should have been. Nevertheless, the time has come to give importance and security to that country, or else face the fact that we might lose them. Hence, the Commission is complying with its duty by recommending the bases and means that it thinks necessary to give life to othat moribund possession. Firstly, it finds that those lands are susceptible of providing rich products, as has already been said in Part 1 of this report; thus, it considers that any effort to develop such products would not be in vain. The wise laws of the Indies point out, in a very timely manner, the means by whiche this can be achieved, but, without abandoning their spirit, the Commission states that there is nothing more irresistible than grants and privileges. Consequently, it proposes: (i) That those natives be exempted for a certain number of years from any tribute, duty or tax that might affect agriculture; (ii) That, in addition, a similar exemption of duties, charges and taxes be granted to all individuals or families, who must necessarily be Catholic, who would move there from other parts of the Philippines and from Asia, fromo America or Europe, to employ themselves in agriculture, or in manuala trades. They would be assigned land plots, in a given proportion, for their use for a certain number of years, without the least taxation, and they would also be given cattle and the tools or instruments that might exist, under certain but just conditions; (iii) That prizes be given to those who would cultivate the largest piece of land, or who would exhibit products, either of the best quality or quantity, and handicrafts; said products of those of those islands, islands should be free from export duties for a certain time period, and the port duties on ships that would come to pick them up should be moderate as well.

10. Given that the re-establishment of the College of San Juan de Latran of Agaña

1 Ed. note: Far from doing so, the Spanish government was about to use the Marianas more and more for this purpose, with nefarious results.

cannot be recommended by the Commission, to the condition it had at the beginning, it must state that it would be proper, in the interest of the development of culture of those islands, to do the following as soon as possible: (i) give back to it the funds that it is owed by the Royal Treasury of Manila, and that all of its assets be used toward the establishment of primary schools and other classes in industrial, manufacturing and agricultural classes that might be useful in all the towns, according to the condition of the islands and that the preservation of the Hospital of San Lazaro be taken care of and the poor sick people be attended to.

11. In each of the towns of the various Mariana Islands, there should be, as in the Philippines, a Gobernadorcillo or Mayor of the natives and the other justice representatives, all to be elected in accordance with the method used in the Philippines, whose Governor shall remit to the Governor of the Marianas the printed forms, with the necessary blank spaces to record their titles and names.

12. In the opinion of the Commission, there should not be in the Mariana Islands more civilian employees than the strict number necessary and is absolutely indispensable to the slow, very simple and short service that they have to fulfil in a country where, at least for a certain number of years, there will not be any tributes or other taxes collected, as the Commission has pointed out; however, it is of the opinion that one of the engineering officers posted in Manila should go and make a survey of the forts of the Marianas and, together with their Governor, recommend, through the Governor of the Philippines, what would be proper to do; this engineering officer, as well as the other military and civilian employees are to be replaced every three, four or six years.

13. The Commission is of the opinion that it would be proper to advise the Governor Captain General of the Philippines that he should, as Vice-Regal Patron, exercise influence and collaborate with the pious works of Manila, to have them provide sums of money, or the bulk of it, to the trade with the Marianas, under the same rules that are observed for the other risky businesses; and at the same time the said Authority of Manila should be advised that, upon remitting the funds corresponding to the budget of the Marianas, he is to include in them some quantity of small silver and copper coins, to facilitate the exchanges in those islands.

14. The Commission is of the opinion that, notwithstanding the few satisfactory results obtained everywhere and at various times by general trading companies, one that a sad experience has shown to be unreliable, the special circumstances affecting the Mariana Islands militate in favor of them, for the development of their agriculture and commerce, and to take them out of the condition of starvation that unfortunately affect them. It would be proper to advise the Governor Captain General of the Manila to call a joint meeting, which he would preside, of the ship-owners, plantation owners, manufacturers and individuals, in which he would urge them to create a company or association of merchants, that could count on the efficient protection of the Government of H.M. that would then dedicate themselves to create trade links and ship communications with the Marianas, from the Philippines, or other points of Asia, the Americas, Spain and other parts of Europe. Everything would be done under a regu-

lation which, once written by the associates themselves, would be submitted to the Royal approval of H.M. In addition, the Commission also thinks tht the same proposal could be made by H.M.'s Government, if considered timely, by issuing an efficient invitation to oall the traders in Spain, to capitalists, plantation owners, and other who, in a most persuasive manner, would be influenced to create the same company or association in the Peninsula, with the same purpose to trade and develop the agriculture and other branche of industry in the Marianas; said operations would be protected by H.M.'s Government by all means possible.

15. Finally, the Commission thinks that, since the Marianas are little known, not only in the Peninsula but also in the Philippines, there should be published, in the Gazette, the official Bulletin and the newspapers all over Spain and in Manila, the part of this report dealing with the climate of the Marianas, the character of their natives, the agricultural products, minearls, animalas and fish resources, and the favors, franchises, concessions and protection that H.M.'s Government would definitely provide them, without time limit; copies thereof would be sent to the Authorities and corporations in Manila, who would in tur send the necessary copies to the Marianas, along with a timely advice to the Governor Captain General of the Philippines, that he should immediately carry out hatever H.M. will be please to order, by virtue of the present opinion, and warning him that, if any part of it present unsurmountable obstacles or disadvantages, he is to immediately hold a consultation, and then advise H.M. regarding the measures that would overcome them, and without prejudice to any other action that can be realized, without any further delay or excuse whatever.

Such is the opinion of the undersigned Commission. The Council will nevertheless decide as what is best, as usual.

[Decision of the Council]

And the Council, Madam, assembled in full as a result of the call issued and other formalities carried out in accordance with its Regulations, has agreed, in meetings held on 18 and 25 November, and 19 December last, to accept the totality of the opinion of the Commission and to forward same to Y.M., as follows:

...
[Since the following text is virtually identical to the above recommendations made by the Commission, the full decision of the Council need not be repeated here.]

...
Such is the opinion that the Council elevates to Y.M., attaching the private opinion on this matter of Councillors Don Pedro Antonio Salazar and Don Juan de Irizar y Moya, so that, having seen it all, you may deign to resolve what may be of your Sovereign pleasure.

May God save the important life of Y.M. for long years, for the good of the Monarchy.

Council Chamber, 9 December 1852.

Madam:
 At the Royal Feet of Your Majesty,
 Luis Lopez Ballesteros
 José Gastero Serrano
 Bernardo de la Torre Reyes
 Jaime María de Salas i Azara
 Conde de Valle
 Vicente Marquez Queipo
 Pedro Esossen(?)
 Juan Naveno Ytuse(?)
 Pedro Antonio Salazar¹
 Cayetano de Zuñiga

R4. Letter from H.M.'s Councillors, dated Madrid 15 December 1852—A dissenting opinion

Original text in Spanish.

Señora

Los Consejeros que suscriben este voto particular disienten con sentimiento del acuerdo adoptado por el Consejo en el expediente sobre prosperidad y fomento de las Yslas Marianas.

Reconociendo con tanta sinceridad como satisfaccion los sentimientos generosos de patriotismo que han animado á la Comision al estender su dictamen, con el cual se há conformado sustancialmente al Consejo; reconociendo ademas que sus trabagos han sido hechos con sumo esmero y diligencia y habiendose antes preparado sus ilustrados colaboradores con la dura tarea de leer los innumerables escritos que dan á este expediente vastas proporciones; se hallan sin embargó los suscribentes en casi completa disidencia, por motivos que espondran con brevedad en este sucinto escrito. Parten para formar sus juicios de distintas premisas, que las que há tenido presente la Comision; y como és facil conocer son diversas las consecuencias que deducen. La Comision por una tendencia natural há mirado mas en abstracto, la relacion de la parte con el todo, y los suscribentes han atendido en concreto á la relacion del todo con la parte bajo estos dos aspectos puede irse la mano en el hilo del racionio en diversos sentidos, dando una atencion sobrado privilegiada á lo uno ó lo otro quizá y muy probablemente há sucedido asi á los autores de este voto particular; pero no seria imposible que no ellos, sino la Comision sean quienes se hallen en todo caso. Esta ademas, con la ciencia y conciencia que era de esperar de su laborioridad é ilustracion, se há atenido estrictamente á los datos del expediente, pero los que aqui suscriben, atendiendo á que, sin haber estado en Marianas, han rendido mas ó menos, tiempo en Filipinas, y entendido en los negocios de una, y de otras, Yslas, no han podido prescindir de formar sus juicios por ante-

¹ Ed. note: See below for his dissenting opinion.

cedentes de caudal propio: los cuales no tienen la investidura de ser autoridad suficiente para la Comisión y el Consejo, pero dan sin duda un derecho y no liviano motivo à los firmantes para que manifiesten lealmente su disentimiento, nacido, como se ve, de causas no escritas y estrañas al expediente.

La idea mas ó menos fundada que ellos tienen de las Yslas Marianas, és, que en su parte habitable y cultivable, son en producciones, feracidad y sanidad, semejantes à lo general de las Filipinas, sin ventaja reconocida. Se dá el tabaco; pero esto és comun en todos aquellos Archipiélagos, ó sea en la Polinesia. Si esta preciosa produccion se diese favorecida con calidades privilegiadas, como sucede en Cagayan y otros puntos de Filipinas, y como sucede en Lataquía, y en algunos puntos de Persia, ó se diese con calidades privilegiadisimas en grado de ser unicos hasta ahora en el Mundo, como sucede en varias localidades de la Ysla de Cuba, tan especial circunstancia motivaria y daria caracter de reproductivos en corto número de años à los gastos que se hiciesen fomentando siembras y recolecciones de ella. Desgraciadamente no hay motivos hasta el presente para creer, que el tabaco que alli se produce sea de calidad privilegiada.

Sobre las producciones de la mar, los navegantes, cuyas relaciones han servido de testo para la redaccion de artículos de geografia acreditados, no hablan favorablemente de alguna clase de pescados. El balate, la perla, la concha y el carey, uniendo à ello, el nido aunque no produccion marina, si son de buena ó superior calidad, podrán ser en su tiempo artículos de comercio; pero no pudiendose apreciar ahora, que condiciones de gasto exige su adquisicion y porteo al mercado, y que precio podrian obtener en él, datos indispensables para formar juicio sobre las ganancias ó perdidas de esta especulacion, no cabe arriesgar opinion sobre si podrian ó no sostener la concurrencia con iguales producciones de las Bisayas y Jolo, aun cuando se consiguiese establecer algun movimiento mercantil con Filipinas. Este movimiento, para ser útil y duradero, habria de ser lucrativo; sin este requisito no puede existir, porque no está en la naturaleza de las cosas el movimiento mercantil oficial ni officioso, sino cuando se trata de ciertas producciones monopolizadas.

Con privilegios, franquicias y auxilios del Gobierno no se hace de las Yslas Marianas, ni de otro punto cualquiera, un Singapur ni con que se le aproxime. Singapur se formó en Singapur; es decir, en el punto que por ser confluencia de la navegacion de grandes emporios, el de Europa, el de la Yndia y el de la China, cono mas el de la Australia y la Polinesia, eligió para estadia y depósito el comercio del mundo; atendiendo à razones singulares de necesidad y conveniencia, por su situacion para los monzones, por su rada ó puerto, y otras consideraciones, ya indicadas. Singapur se há descendido al paso que se alzaba su rival; uno y otro son puntos ingleses: no és de suponer que se desee hacer en nuestras posesiones lo que vulgarmente se dice desnudar à un Santo para vestir à otro. A Singapur acuden champanes chinos en gran número, porque es un inmenso bazar: y si se fijan alli à gusto comerciantes Portugueses, Armenios, Chinos y demas, és porque ademas del cebo del lucro, tienen ya el privilegio ó franquicia de erigir templos y egercer libremente su culto, lo cual no entra sin duda alguna en las miras de la Comisión; ya tambien el de poder mas del pabellon Yngles, resguardo poderoso que

no pueden dar otras naciones.

El adagio anteriormente citado conduce à una reflexion muy sencilla. Las Marianas, lejos de contribuir, subsisten con un situado que és de hecho un gravamen de las Yslas Filipinas. [upside down?]Es equitativo hacer mas oneroso el gravamen, imponiendo à una parte cargas mayores, para que la otra obtenga, no mas alivios, sino mas beneficios? [upside down ?]Es razonable fomentar la produccion de un terreno situado à cuatrocientas leguas, descuidando la de otros no menos feraces que se hallan à la mano donde quiera?

La legislacion sobre terrenos incultos ó incultivos és en Filipinas y Marianas en la letra y en la practica cuanto puede imaginarse de mas beneficioso para la agricultura.

*Los escesos de los buques balleneros tienen que recaer necesariamente sobre efectos de poco valor: son lamentables sin embargo pero [upside down ?]que comparacion hay entre el no pagar algunas bananas, gallinas ó terneros donde apenas tienen valor, con el saquear, y cautivar las personas à cientos como há sucedido en todas épocas en Filipinas? Y si para escusar tan horribles males no han existido jamas alli suficientes fuerzas terrestres y maritimas, claro és, que no habrá de distraerse ni mermarse para cubrir necesidades de poca monta **respective**. Se usa aqui de este adverbio, y aun se llama sobre él la atencion, porque és la clave de este voto particular; donde, como se indicó al principio, se mira à las necesidades mas graves, de los puntos mas granados, y del todo, con preferencia à las, no en igual grado importantes, ni exigentes de la parte.*

Las compañías de comercio no formarian establecimientos, ni llevarian capitales; sino quejas, espedientes, y en ultimo resultado articulados de indemnizacion, que son la Yndia de los contratistas, en ciertos negocios.

No és de creer que la espedicion de la escuadra Americana al Japon amenace con la ocupacion de algunas de dichas Yslas; las defienden el derecho internacional, los celos fundados de otras potencias no menos poderosas, y la importancia de nuestra nacion, que es alguna, sin exagerarla ni deprimirla. No pudiendose aumentar indeterminadamente las fuerzas terrestres, conviene que el cubrir un punto no sea à riesgo de dejar descubierta otro ú otros puntos sin comparacion mas importantes. Como quiera que sea, esto debe quedar al criterio del Gobernador Capitan General de Filipinas, sobre quien pesa la responsabilidad de la conservacion de ellas y de las Marianas.

Por ultimo no hay fundamentos suficientes para acusar de indiligencia a los Gobernadores Capitanes Generales de Filipinas, respecto del fomento de las Marianas; los há habido en el siglo pasado y en este de celo ardentísimo para promover donde quiera toda clase de mejoras pero sin mercados, han tenido que someterse à la dura ley de la necesidad.

*Por estos motivos, el voto particular se ciñe solo à recomendar para Marianas la eleccion de Gobernadores y Religiosos escogidos, pues aun cuando estos en todas partes hacen falta, mas la deben hacer donde no cabe estimulo ni inspeccion de las Autoridades superiores; à recomendar asimismo al Goernador Capitan General de Filipinas, que procure aumentar las relaciones con aquellas, en cuanto pudiere realizarse **sin causar gasto**; à llamar su atencion sobre la espedicion americana al Japon, aunque esto*

sea diligencia escusada, porque bien despierta debe de estar; y por último à encargarle que si el comercio y navegacion de las Californias, China, la Australia y otros puntos eligiesen à Marianas para estacion, coadyuve por su parte à su comodidad y al fomento de estas; bien entendido que los gastos à que en tal caso hubiere lugar han de ser moderados y con caracter de reproductivos en corto tiempo.

Tal és, nuestro dictamen particular, que elevamos à V.M. por si merece tomarse en consideracion al resolver esta consulta.

Madrid 15 de Diciembre de 1852.

Señora

A L.R.P. de V.M.

Pedro Antonio Salazar

Juan de Irizar y Moya

Translation.

Madam:

The undersigned Councillors who subscribe to this individual opinion disagree with the opinion expressed by the Council in the file regarding the prosperity and development of the Mariana Islands.

Recognizing, with as much sincerity as satisfaction, the generous feelings of patriotism that animated the Commission when it issued its opinion, with which the Council has substantially agreed; recognizing also that its work has been carried out with extreme excellence and diligence, its illustrious collaborators having previously prepared themselves by reading the numberless papers contained in this massive file; the undersigned are nevertheless in almost complete disagreement with them, for reasons that they will briefly expound in the following succinct presentation. They begin by basing their judgments upon different premises that the Commission has based themselves upon; and, as will be seen, this led them to reach different conclusions. The Commission, following a natural trend, has viewed the matter in a more abstract manner the relationship between the parts with the whole, but the undersigned, by looking concretely at the relationship between the whole and its parts as well have been led in various directions by their own rational analysis; thus, it is possible that the authors of this dissenting opinion have also been led to favor solutions that are no better than those envisaged by the authors of the Commission, but it might not be impossible that it is they, and not the Commission, who find themselves to have hit the mark. The later may simply have, by applying their magnificent science and conscience to their hard task, restricted themselves to the facts contained in the file, but the undersigned, by referring in addition to the experience they gained while living some time in the Philippines, though not in the Marianas, understand better what is happening in both archipelagos and so, can certainly form better judgments based on their own experience. This experience is not the sort of thing that carries weight with either the Commission or the Council, but it certainly gives to the undersigned the right and not a light motive to present their own loyal dissenting opinion, originating, of course, from unwritten sources, beyond the

file.

The idea that we have of the Mariana Islands is that, in their habitable and cultivated parts, they are, with regards to the products, fertility and healthiness, generally similar to those of the Philippines, without a known advantage. There is tobacco, but this article is common to all of those archipelago, throughout Polynesia. If this precious product were of superior quality, like that of Cagayan and other places in the Philippines, and as happens in Lataquia and in some parts of Persia, or if it were of such high quality as to be unique in the world, as occurs in some parts of the Island of Cuba, such a special circumstance would lead one to think that, by spreading it, it would produce in a short number of years to some profit, over and beyond the costs of planting it and harvesting it. Unfortunately, there are no such reasons to believe that the tobacco produced there is of such a high quality.

Regarding the sea products, the navigator hose narratives have served as basis for the writing of some learned articles on geography, do not speak favorably about any species of fish. The sea cucumber, the pearl [oyster] and the tortoise-shell, and also the bird's nest, though it is not a sea product, could, if they are of good or superior quality, become in time articles of commerce; however, for now, the conditions under which they would have to be harvested and taken to market cannot be estimated, and the price they would fetch cannot be obtained. Such data is necessary in order to form an idea of the profitability of the enterprise. That is why one cannot risk an opinion on whether or not such products could compete with the same products from the Visayas and jolo, eve when one assumes that some trade links would be established with the Philippines. Such a commerce, in order to be useful and long-lasting, wowuld have to be profitable; without this prerequisite, it cannot exist, because it is not within the nature of things to have an official or unofficial trade prosper, unless the products in question come under a monopoly of some kind.

Even if the Government were to give privileges, franchises or assistance to the Mariana Islands, or to any other place, it could not create another Singapore, or anything close to it. Singapore was created in Singapore, that is, at a place of convergence of ships from great emporiums, that of Europe, that of India and that of China, in opposition to those of Australia and Polynesia; they have selected it as a place to stop at and carry out their worldwide commerce, based on reasons of need and convenience, on account of its situation with respect to the monsoons, its ports or harbor, and other considerations, already indicated. Singapore has lost importance while its rival was gaining importance; both are English possessions. One cannot assume that the same thing could be donoe with our own possessions, by a process that is popularly called "undressing one Saint to dress another." A great number of Chinese ships flock to Singapore, because it is a huge bazaar; and if a number of Portuguese, Armenian, Chinese traders, and others from other places, have taken residence there, it is at their pleasure, in order to make profits, and besides, because they are free to build their own temples and practice their own religions—something that is beyond the views of the members of the Commission. Another reason is the protection that the English flag provides, one that

other nations cannot provide.

The proverb that was previously cited leads to a very simple reflection: the Marianas, far from contributing, subsist with a subsidy which constitutes a taxation on the Philippine Islands. Would it be just to make this taxation even more of a burthen, by imposing more on one part, not to relieve, but to give more benefit to another? Would it be reasonable to foster the products of one island situated 400 leagues away, by ignoring that of other islands not less fertile, which are at hand?

The laws regarding vacant and uncultivated lands is followed to the letter in practice in both the Philippines and the Marianas, whenever it is considered beneficial for agriculture.

The excesses committed by whaling ships usually fall on objects of little value, although such acts are deplorable, but, what comparison could there be between the non payment for a few bananas, chickens or calves where they hardly have any value, and the sacking and capturing of hundreds of people, as has happened at various times in the Philippines? Well then, if there have never existed overthere any land or maritime forces in sufficient numbers to prevent such horrible crimes, it is clear that there is no need to go to ridiculous measures to prevent thefts of little value, **relatively** speaking. This adverb is used here, deliberately to attract attention, as it is the key to this dissenting opinion; indeed, as was said at the beginning, the aim is to attend to the more serious questions, to the more important points, and above all, preference must be given to the more important ones, not those suggested by the most insisting persons.

The trading companies would not create establishments, nor bring in capitals; rather they would file complaints, requests, and finally this would result in legal suits for indemnizations, hich are the Indies of some contractors, in certain businesses.

It is not credible to say that the expedition to Japan by the American squadron represents a threat of occupation of some of said islands. They are defended by international law, the jealousies shown by other nations that are not less powerful, and the importance of our own nation, which is still important (neither exaggerating nor despising it). Since it is not possible to increase for an indefinite period the land forces, it is proper not to cover one point at the detriment of others that are undoubtedly more important. Whatever it may be, this must remain the criterion of the Governor Captain General of the Philippines, upon whose shoulders lie the responsibility of preserving them and the Marianas.

Finally, there is no basis in fact for accusing the Governors Captains General of the Philippines of lack of diligence, with respect to the development of the Marianas; in the last century and in this one, there have been some who were extremely zealous in trying to promote all categories of improvements everywhere, but without any markets, they have had to abide by the rude law of necessity.

For these reasons, this dissenting opinion retains only the following recommendations for the Marianas: that of the selection of the best candidates as Governors and Religious; indeed, although such people are in short supply everywhere, greater care should be applied in cases where there is no supervision or inspection by the Superior

Authorities; that of recommending to the Governor Captain General of the Philippines that he should increase the communications with them, whenever they can be realized **without causing expenditure**; to calling his attention to the American expedition to Japan, although this would be a preventative measure, because he must be on his guard; and finally to entrust him with supporting the traders and owners whose ships sail to the Californias, China, Australia and other points choose the Marianas as a way-station, but only if, by doing so, he does invest only sums that can be recuperated in a short time.

Such is our private opinion, which we present to Y.M., hoping that it will be considered when a decision is made about this consultation.

Madrid, 15 December 1852.

Madam,
At the Royal Feet of Y.M.
Pedro Antonio Salazar¹
Juan de Irizar y Moya

R5. The official opinion of the Negociado, dated 20 January 1854

This Negociado, a sort of business bureau, seems to have replaced other branches, including the former Overseas Council.

Original text in Spanish.

Filipinas—1854—Gobierno.

Sobre el fomento y seguridad de las Yslas Marianas.

D. G. de Ultramar.—Filipinas.—Yslas Marianas.

El Suprimido [sic] Consejo cuando de la iniciativa que le concebía en reglamento, acordó reunir todos los antecedentes que existieren relativos al fomento y seguridad de las Yslas Marianas, y con fha 9 de Diciembre de 1852 consultó à S.M. varias medidas dirigidas à aquellos fines, tomando ya en cuenta la expedicion naval que el Gobierno de los Estados Unidos despachara por aquel tiempo para el Japon, cuyo hecho dió origen a las Reales ordenes de 12 de Mayo y 14 de Diciembre de 1852 dirigidas al Gobernador Capitan general de Manila, y a las que aquella autoridad se refiere en sus comunicaciones numeros 243 y 249 fhas de 8 y 15 de Junio de 1853 informando de las disposiciones que habia adoptado para la realizacion posible de aquellos objetos, ofreciendo dar cuenta de los resultados.

Hasta el dia ninguno ha tenido la precedente consulta del Consejo, que se halla mui conexonada con las indicadas cartas del Capitan general, y forman expediente separado.

¹ Ed. note: He was a Colonel, and acting as Secretary to Governor General Ricafort, in 1828 (ref. printed document dated 17 December 1828).

Nota.

El que suscribe se ha enterado de la consulta del extinguido Consejo de Ultramar fecha 9 de Diciembre de 1852, sobre el fomento de las Yslas Marianas, y à la vez del voto particular de los Consejeros Don Pedro Antonio Salazar y Don Juan de Yrizar y Moya de 15 del mismo mes.

Examinadas las medidas propuestas por el extinguido Consejo se observa desde luego la absoluta imposibilidad de ponerlas en ejecucion. Una de ellas, tal vez la mas importante, es la que se refiere al modo de establecer comunicaciones entre Manila y las Marianas por medio de buques de vela ó de vapor. El Consejo no pudo apreciar los enormes gastos que esto produciria; bastole al Negociado indicar que hasta 1846 no fue posible dotar à las Filipinas con los buques de vapor que despues ha recibido en numero bastante escaso y tambien de escasa fuerza, à exepcion de uno solo, que la tiene de 350 caballos. Cuatro son en junto los buques de vapor destinados en aquel Aportadero, y segun el presupuesto de 1850 los gastos que ocasionaban los tres pequeños excedian de 350,000 pesos.

¿Como pues se habrian de adquirir y sostener dos vapores para el Servicio de las Marianas que para hacerlo convenientemente tendrian lo menos la fuerza de 200 caballos?

Otra de las medidas propuestas por el Consejo es la de eximir de gravámenes à los que se emplean en la agricultura de las Marianas, haciendoles concesion de ciertos privilegios. Sobre este particular unicamente debo decir el Negociado que ningun gravamen pesa sobre aquellos Indios, ni aun siquiera pueden pesar en adelante, puesto que por el bando del General Camba vigente en la actualidad estan exentos de polos y servicios los Indios que por si labren dos guñones de tierra.

Tambien propone el Consejo que sean satisfechos los fondos que se han dejado de pagar al Colegio de San Juan de Letran à razon de 3000 pesos anuales sobre las cajas de Megico, à fin de atender con ellos à la enseñanza de primaria educacion y à otros industriales, fabriles y rurales. Ha tenido presente en primera lugar la magnitud à que ascendaria esta suma, y en segundo que no hay razon ninguna para que se abone una pension durante el tiempo que el Colegio ha estado suprimido y que no lea [= le ha] prestado ni podido prestar los servicios propios de su institucion.

Otros muchas medidas de mas ó menos importancia propone el Suprimido Consejo, que el Negociado no se detiene à examinar en esta Nota, por creerlo innecesario.

Mas prudente y adecuado à la situacion de nuestra Hacienda, es sin duda el contenido del voto particular de los Consejeros Salazar y Moya, pues lo que en él se reducen à recomendar las siguientes precauciones.

1ª Que los Gobernadores Capitanes generales pongan especial cuidado en la eleccion de personas para desempeñar el Gobierno de las Marianas y los Curatos de las mismas.

2ª Que se procure aumentar las relaciones con aquellas en cuanto pueda realizarse sin causar gasto.

3ª A llamar la atencion de la Autoridad Superior sobre la expedicion Americana al

Japon, por lo que pueda convenir à la seguridad de aquellas Yslas; y à encargarle que si el comercio y navegacion de las Californias, China, la Australia y otros puntos eligiesen à Marianas por estacion, coadjuve à su comodidad y al fomento de las Yslas, cuidando de que los gastos que ocasione sean moderados y con caracter de reproductivos en poco tiempo.

El Negociado encuentra muy prudentes estas observaciones, y no halla reparo alguno en que desde luego se comuniquen al Gobernador general.

Precisamente para Real orden de 26 de Noviembre ultimo y à consulta de dha Autoridad se ha resuelto que el Teniente Coronel graduado Capitan de Ingenieros D. Felipe de la Corte pase à dhas Yslas con instrucciones muy oportunas para examinar su estado, y proponer cuantos medios crea conducentes à su desarrollo, fomento, seguridad y conservacion. En las instrucciones dadas à un oficial, se tocan varios de las medidas propuestas por el Consejo, y otras no menos utiles. El Negociado por lo tanto cree que se está en el caso de esperar el resultado de esta comision, sin perjuicio de recomendar al Gober. Capn. gral., como anteriormente ha indicado, las medidas aconsejadas en el voto particular de los Consejeros ya mencionados.

V.M. resolvera.

Madrid 20 de Enero de 1854

Belda(?)

Conforme

Cendenas(?)

Translation.

Philippines—1854—Government.

Regarding the development and security of the Mariana Islands.

Directorate General of Overseas.—Philippines.—Mariana Islands.

The Suppressed [sic] Council [of Overseas], having taken the initiative, in accordance with its regulation, to assemble all the background documents extant, relative to the development and security of the Mariana Islands, did offer, in a consultation to Y.M. dated 9 December 1852, various measures with that purpose in mind, taking into account the naval expedition that the Government of the United States was then about to despatch to Japan. Said event had been at the source of the Royal orders dated 12 May and 4 December 1852 sent to the Governor Captain General of Manila, and also of those which that Authority mentions in his letters n° 243 and 249, dated 8 and 15 June 1853, informing about the dispositions that he had adopted for the possible realization of those objectives, and offering to send a report about the results.

As of this date, the consultation of the Council has given no result, although it is very much connected with the above-mentioned letter from the Captain General, but constituting a separate file.

Note.

The undersigned has read the consultation of the former Council of Overseas dated

9 December 1852, regarding the development of the Mariana Islands, and also the dissenting opinion of the Councillors Don Pedro Antonio Salazar and Don Juan de Irizar y Moya dated 15th of said month.

Upon examining the measures proposed by the former Council, one notices right away that it is absolutely impossible to carry them out. One of them, perhaps the most important one, is that having to do with the establishment of communications between Manila and the Marianas by means of sailing ships or steamers. The Council could not have taken into account the enormous expenses that they would produce; that is why the Business Bureau dismissed it by indicating that it had not been possible to provide the first steamer to the Philippines before 1846, and later on a small number of other steamers, all of small power rating, except for just one, which is of 350 HP. That naval station only has four steamers at present, and, according to the 1850 budget, the expenditures made for the three smaller ones amounted to 350,000 pesos.

How then could two steamers of at least 200 HP be bought for the Service of the Marianas?

Another of the measures proposed by the Council is that of exempting those employed in agriculture in the Marianas from taxes, and granting them some privileges. With regards to this point, it was only sufficient for the Business Bureau to mention that there are no taxes imposed on those Indians, nor can there be in future, given that a proclamation of General CAmbar, which is still in effect, exempts from poll taxes and services the Indians who cultivate 2 *guiñones* of land on their own.

The Council also proposes the payment of the funds owed to the College of San Juan de Letran, at the rate of 3,000 pesos per year by the Treasury of Mexico, so that they could be used in primary education and other courses in industrial, manufacturing and rural arts. Firstly, when the magnitude of said sums is considered, and secondly, the fact that there is no logic to paying a pension for the period that the College was under suppression and that it did not, and could not, have given the services for which it had been originally created.

There were many other measures of greater or lesser importance proposed by the Suppressed Council, but the Business Bureau does not bother to examine them, because they are believed to be unnecessary.

More prudent and adequate, in view of the situation of our Treasury, is undoubtedly the content of the dissenting opinion of the Councillors Salazar and Moya; indeed, what it contains can be summarized in the following advice:

1. That the Governors Captains General take special care in the selection of the persons who are to become Governors of the Marianas and the Curates overthere.
2. That they should try and improve communications with those islands, to the extent possible, but without causing expenditures.
3. To call the attention of the Superior Authority regarding the American expedition to Japan, since it might have an impact on the security of those Islands; and to entrust him that, if the trade and navigation from the Californias, China, Australia and other points, should choose the Marianas as a port of call, he is to encourage this idea,

in the interest of the development of the Islands, but make sure that the expenditures that this might occasion should be moderate and yield profits in the short term.

The Business Bureau finds these observations to be prudent ones, and does not find any reason why they should not be at once communicated to the Governor General.

In fact, a Royal order dated 26 November last which followed a consultation of said Authority has led to the appointment of Lieutenant-Colonel of substantive rank, and Captain of Engineers, Don Felipe de la Corte, who is to go to said Islands with the most timely instructions to examine their condition, and propose whatever means he believes might lead to their development, prosperity security and preservation. In the instructions given to an official, mention is made of many of the measures proposed by the Council, and others that are no less useful. Therefore, the Business Bureau believes that we should await the result of this commission, without prejudice to a recommendation to be made to the Governor Captain General, as previously mentioned, that the measures recommended in the dissenting opinion of the already-mentioned Councilors be considered.

Y.M. will decide.

Madrid, 20 January 1854.

Belda(?)

Agreed, Cendenas(?)

R6. Letter to the Governor General of the Philippines, dated Madrid 18 February 1854

Original text in Spanish.

D. G. de Ultramar

Al Gob. Cap. Gral. de Filipinas.

Madrid 18 Febrero de 1854.

E. S.

En vista de un expediente instruido por el Suprimido Consejo de Ultramar en uso de su iniciativa, acerca del fomento y seguridad de las Yslas Marianas, la Reyna (q. D. g.), conformandose con el voto particular emitido por algunos miembros del referido Consejo, ha tenido à bien disponer recomendase à V.E. las siguientes observaciones:

1ª Que los Gobernadores Capitanes Generales pongan especial cuidado en la eleccion de las personas para desempeñar el Gobierno de las Marianas y los Curatos de las mismas.

2ª Que se procure aumentar las relaciones con ellas en cuanto pueda realizarse sin causar gastos.

Y 3ª Que se llama la atencion de esa Capitania General sobre la expedicion Americana al Japon por lo que pueda convenir à la seguridad de aquellas Yslas, encargandole que si el comercio y navegacion de las Californias, China, la Australia y otros puntos eligiesen à las Marianas por estacion, coadyuve à su comodidad y al fomento de las referidas Yslas, cuidando de que los gastos que ocasionen sean moderados y con

el caracter de reproductivos en poco tiempo.

De Real Orden lo envio à V.E. para su inteligencia y efectos conducentes.

Dios &^a

Translation.

Directorate General of Overseas.

To the Governor Captain General of the Philippines.

Madrid, 18 February 1854.

Your Excellency:

With regards to a file created by the Suppressed Council of Overseas, upon its own initiative, regarding the development and security of the Mariana Islands, the Queen (may God save Her), has agreed with the dissenting opinion of some members of the above-said Council, and has been pleased to decide that the following recommendations be made to Y.E.:

1. That the Governors Captains General take special care in the selection of the persons who are to become Governors of the Marianas and Curates overthere.

2. That communications with them are to be increased whenever possible, but without causing expenditures.

3. That the Captain General overthere be advised of the American expedition to Japan, in case it might have an impact on the security of those Islands, and entrusting him to support the idea of a port of call in the Marianas, should the trade and navigation from the Californias, China, Australia and other points choose them for such a purpose, in the interest of their development and comfort, but any expenditures in this wise should be moderate and result in profits in the short term.

May God, etc.

Document 1852S

Mrs. Pfeiffer's second voyage around the world

Source: Ida Pfeiffer. Mein sweite Weltreise; translated as: Mon second voyage autour du monde (Paris, Hachette, 1857).

Note: Although this voyage did not technically cross Micronesia, an excerpt is presented here, because of the interest suscitated by her first voyage (see Doc. 1847E). A bio-sketch of Mrs. Pfeiffer was published in the Revue de Paris, 1 Sept. 1856.

Short notice regarding Mrs. Ida Pfeiffer, née Reyer.

Born in 1795 at Vienna, she married ca. 1820 and had spent most of her life at home raising two sons, although she had always been eager to travel. After the death of her husband, she undertook, in 1842, her first independent trip aboard, crossing Turkey, the Holy Land, and Egypt, and publishing her first book about that experience. In 1845, she visited Scandinavia and Iceland, and produced another book. The following year, she left Vienna on 1 May, on the first leg of a voyage around the world, her first, alone. In Hamburg, she boarded a Danish ship bound to Brazil. She went around the Horn, to visit Valparaiso, Tahiti, on her way to China, Ceylon, Madras and Calcutta. From there, she went up the Ganges to visit Benares, and Delhi, and on to Bombay. Onward she went, by ship, to the Persian Gulf and Bagdad. She continued her voyage overland to Persia, then Russia, before returning home, after a two-year absence, and no more money. Luckily, she received a grant from the Austrian government, and she was off to London in May 1851. On this second voyage around the world, she visited Borneo, Java, Sumatra. She was at Batavia when she found a free passage to California. She then sailed for Peru, where she climbed to the top of two Andean peaks. Doubling back northward, she crossed the eastern United States, and arrived back at London at the end of 1854.

After this second voyage around the world, Mrs. Pfeiffer did not rest. In July 1856, she was off to Paris, London, and Rotterdam, where she boarded the ship **Zalt Rommel** bound to Java. The follow-up story was not yet known when the present book was published in French (1857).

The famous Alexander von Humboldt had given her a letter of recommendation, and she was a member of a couple of geographic societies. Even as a traveller, this woman was special; she certainly had courage. Nevertheless, she wrote: "I smile, when I think of all the people who do not know me, except through the narratives of my

voyages; they must imagine that I look more like a man than a woman. How mistaken they are! Those who know me, know very well that I am not six feet tall, with a daring attitude, pistol in my belt, and so on; they would be surprised to meet a woman who is just as peaceable and discrete as most of those who have never set foot outside their village!”

My second voyage around the world

...

Chapter XIII.

Passage from Batavia to California...

A voyage from Batavia to California takes a person half-way around the world: ... through the China Sea, almost 8,000 miles through the Pacific Ocean; all in all, 10,150 miles.

In the afternoon of ... July [1857], my friends, M. and - erwald, accompanied me to the bark that was to take me to the three-masted ship **Seneca Baltimore**, commanded by Captain Feehagen.

I would be able to visit a new country, new peoples, ... luck was with me. It had been with me in all my long voyages and expeditions, and I was hoping that I would find it also among the Americans, and that it would remain with me until I had returned to my own country and the arms of my friends.

Very early, on ... July, the anchors were weighed, and on the 10th, we were coasting the Banda Island and went through the Gaspard Strait, which is located between Leat and Lepa Islands, and leads into the ... Sea. All the weapons on board were revised and tested, because this sea is often infested with pirates.

On ... July, we crossed the Equator. The sea was ... The captain of a ship that sailed in company came on board us. He had hardly left our side when we were hit suddenly by a blast of wind; we feared for his safety. Indeed, he reached his own ship only with difficulty.

On 22 July in the afternoon, the weather was terrible; we had to carry full sail and we feared a typhoon.¹

The next day, in a middle of a continual storm, we entered the Pacific Ocean, between Luzon and Formosa. From then on, and during two months of endless boredom, we saw nothing but sky and water. The only living creatures that we saw from time to time were were a few gulls that flapped their wings around her sails.

During this passage, I was again attacked by intermittent fevers that I could not attribute to either the food or any other cause that I knew about. The food was so good that I had to eat salt meat only once during the passage. My cabin was just as spacious as a small bedroom, and the good and pleasing captain would take care of all my needs with the greatest kindness. What a difference between this voyaga and that aboard Cap-

1 Ed. note: The track of the ship was by the Moluccas, then up the west side of the Philippines.

tain Brodie's ship that took me from London to the Cape of Good Hope! Even to this day, I think of that voyage with horror.

On 16 September, we finally heard the cry of "Land, O!" That evening, I was able to see the coast of California with my own eyes. Although I had spent three months in a wooden prison, the view of that coast did not produce in me a pleasant effect, but made only a dismal impression...

¹
...

1 Ed. note: The ship arrived at San Francisco on 25 September 1852.

Document 1852T

The harbors of Pohnpei, and neighboring islands, by Rev. Gulick

Source: Article in The Friend, Honolulu, Dec. 17, 1852; reproduced in Ward's American Activities, under Ponape 16.

Harbors on Ascension Island

I will enumerate the several harbors of this island, and everyone will be struck with the large number for so small an island.

1. The **Matalanim** harbor just mentioned, on the East of the island. It is always safe, with good anchorage, but during the prevalence of the N.E. trades, during the months of the *Northers*, fall and winter, a vessel will run a great hazard of being wind-bound.—An abundance of provisions might as readily be furnished in this harbor on advantageous terms as in any harbor of this island. We may hope that in time the attractions for ships in this harbor will be greatly increased, but at present for many reasons, the lee harbor is much the most resorted to. During the last two years, five or six vessels have entered the Matalanim harbor.

2. **Bonatik** [i.e. Lot] harbor is about five miles to the south of Matalanim. It is not a good one, not protected from southern gales, and without good holding ground. Several vessels have entered it, but not the second time.

3. **Panian** [i.e. Mutok] harbor, on the lee side of the island, about ten miles to the south of Matalanim, is perhaps on many accounts the best of all. It is very commodious, and its channel a straight one, with no hidden dangers.—Its great depth of 25 or 30 fathoms is however a disadvantage. Five vessels have already within the last year anchored in this harbor.

4. **Roach** [i.e. Roi] harbor is a small protected passage in the reef, on the south side of the island between Panian and Rono Kittie harbors. Our own schooner was the second vessel that ever cast anchor there.¹ We entered it in the edge of evening to be sure of entering Rono oKittie the next morning, from which it is five miles distant.

¹ Ed. note: The schooner Caroline (see Doc. 1852M3).

5. **Rono Kittie** [or Kiti] harbor, or as it is [spelled] in Findlay's Gazetteer, of the Pacific, Roan Kittie, is the place of principal resort. It is completely reef-bound, and can always be escaped from during the prevalence of the trades.

Messrs. Corgat and Hadley officiate as pilots, much to the satisfaction, I have no doubt, of every ship-master. They have long been residents here, and to them I am principally indebted for the facts I give. I send a shipping list of this harbor, furnished for your paper, by Mr. James Cook, who has for twenty years resided here.¹ Wood and Water may be secured here with the greatest facility. Mr. Reynolds, near the mouth of the river, hopes to have a scow to obviate the necessity of boats for freight. Both he and Mr. Thompson already have nine-pin alleys which, if it be not abused to purposes of gambling, will furnish equally appropriate and healthy exercise.

Yams, fowls, pigs and wild pigeons are the principal articles of fresh provisions, but the resources of this island are unlimited, and it will yet, I think, furnish many gardens and plantations for the supply of all foreign demands. It is at this harbor, we at present establish our mission, but we soon hope to occupy the several other points of interest on this island.

6. The **Jekoits** [Sokehs] Bay on the N.W. of this island in the Jekoits tribe must be mentioned as one of the harbors, though I am told it is not a good one. I am not as yet able to give more definite information. Six vessels have at different times anchored there.

7. The **Poitik** [or Langar] harbor in the Nut tribe, between Jekoits and Matalanim harbors, is also spoken of as a desirable one. Four vessels have entered it, and in each case have been wind-bound.

There are between sixty and eighty American and European foreigners on this island, and though they speak of many disadvantages connected with life here, the fact that their number is so great, indicates that there are many attractions. When the beams of religion and civilisation shall have illuminated this island, it will be one of the most radiant gems of the Pacific.

Let me now mention a few facts regarding neighboring islands, which I cannot but estimate of sufficient interest to occupy your columns.

1. Regarding the **McAskil** [Pingelap] Islands, an hundred and twenty miles westward from Strong's island, I have learned from Mr. Corgat that in 1834, the captain of a Sydney vessel was killed at these islands. He was not acquainted with the circumstances. In 1841, Capt. Luce of the ship [**Boy of**] Warren, Rhode Island, was also killed there. It would seem that on a previous voyage, Capt. Luce had made purchases from the natives, but left without making payment. This, of course, aggravated their feelings, and on his return last year, they retaliated by killing him. It is but proper to report that

1 Ed. note: Not reproduced with this article, unfortunately; however, there is a note that the Whalemens' Shipping List, edited by H. M. Whitney, was available as a separate publication, for sale.

it is said he had, on his return, articles for liquidating his debt but had not delivered them before his death. There are about seventy inhabitants on the two islets of this reef, and in 1851 there was one white foreigner.

2. The **Wellington** or Duperrey [Mokil] Islands, about 80 miles eastward from Ascension Island, consists of three islets connected by one reef. The largest of these islets is by them called Mogul, and it is the only inhabited one. The number of inhabitants may be about an hundred and twenty.

Several years since a person by the name of James Striker, went there from Ascension Island. In a quarrel he killed his only fellow foreigner. This it would seem roused his conscience. He reformed and endeavored to benefit the natives. They gave up their idolatries, and even built a chapel with a pulpit in which to receive instructions from him. October 1st, Striker with the five chiefs of the islands, were lost while returning from a ship. Fifteen days after this, Mr. Charles Biddle arrived on the island. WE have seen Mr. Biddle on Ascension Island.—He informed us, he endeavored while on the Wellington Islands, to sustain the reformed order of things, that they kept the Sabbath—that all their idols were destroyed, and that the chapel was still standing about a year since. These are a most singular combination of facts.—Green turtle, hogs, fowls and cocoanuts are abundant there.

There is no anchorage.—This island was peopled from the East, only one generation ago.

3. The **Musgrave** Islands were reported by Capt. Musgrave in 1793, as in lat. 6°12' N., and long. 159°15' E., but their existence has become so doubtful that in several recent charts they are omitted. I am informed that two different individuals on Ascension Island have at different times seen them. One of these individuals I have myself seen, the Mr. Reynolds mentioned above. He places them between forty and fifty miles S.W. from Ascension [sic]. He states that there are three islets. Mr. Crogat is still strongly of the opinion that these were the Wellington Islands, for he was once in a vessel that searched carefully for them for several days in fine clear weather.¹

4. Regarding the **Seven Islands** [Ngatik] so named by Capt. Musgrave, in 1793, I have a few facts that will be of great interest to the bereaved on the Sandwich Islands. This group was named by Don Thompson, the discoverer, in 1773, Los Valientes or The Valientes Islands. In 1794, the **Britannia** named them Raven Islands, and this is here their most common name. They will be found on various charts by all these names, about a degree south of Ascension Island. Mr. Corgat informs me that in 1839 he visited these islands with Capt. Hart of the **Lambton** cutter. They there found the wreck of a vessel's gig, but especially its back board; and on this board was the name "Dowsett," and the vessel's name, which he now forgets.² On inquiry of the natives, they were told that a vessel once came near, and a boat came ashore with "the chief, four men and a

1 Ed. note: The so-called Musgrave Islands correspond to Pingelap.

2 Ed. note: This ship's name was Victoria, cut off at Bikini Atoll, with the ship's boat gong to Ngatik.

boy." They immediately killed all but the boy, his life being for some time spared; but on considering that the boy might inform another vessel of the murder, he also was killed.

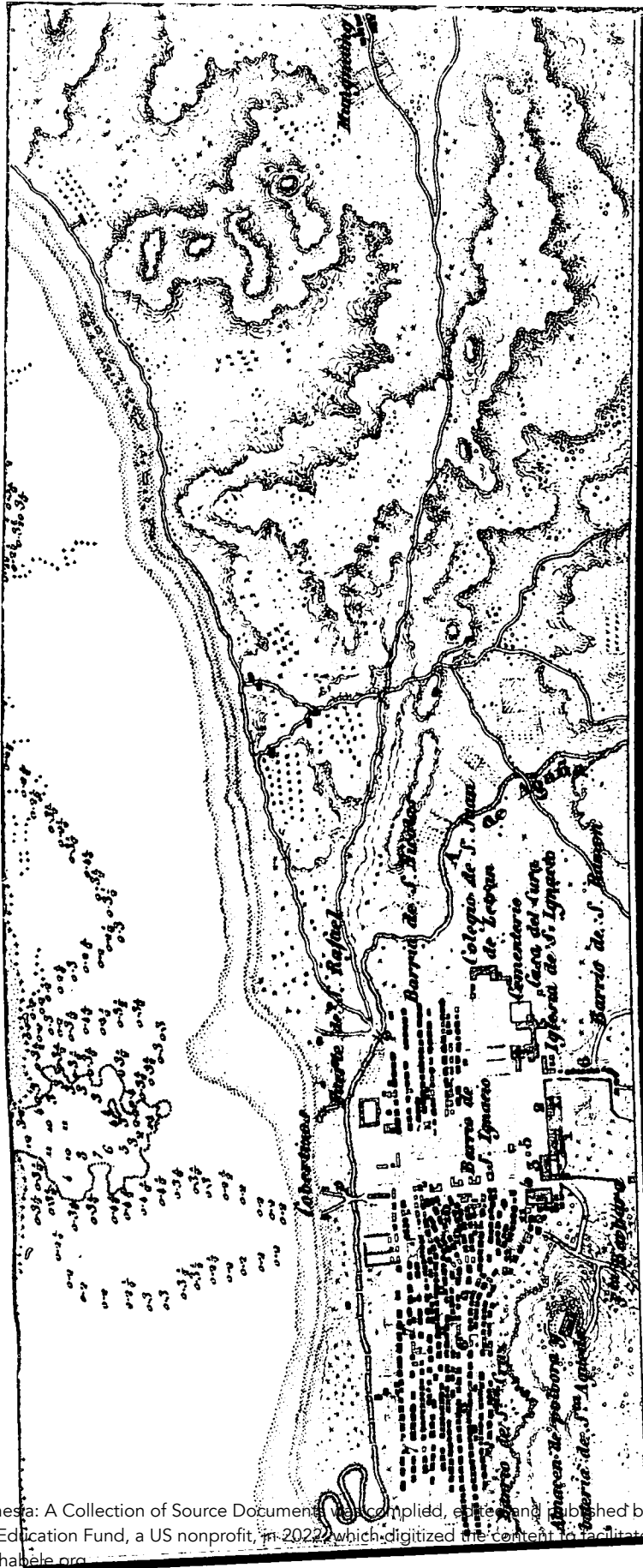
This last paragraph I have read to Mr. Corgat, and he assents to every word. The mystery may not yet perhaps be considered as solved, but certainly the facts are important.

Four vessels of war have touched at Ascension Island within twenty years: 1. In 1838 the English vessel of war **Larne**, Captain Blake; 2. In 1839, the **Danaïde**, commander De Rosamel, a French vessel; 3. In 1845, the English vessel of war **Hazard**; 4. In 1851, the French Corvette **Capricieuse**.

I have learned from persons who sailed with him, that Capt. A. Cheyne was commander of the brig whose reports are of such authority in the British nautical magazine regarding this part of the Pacific.

My dear sir, this epistle is long. You will, of course, judge whether to burden your readers with such an one. Please understand it is an expression of my interest in facts of nautical importance, connected with our growing Pacific.

L. H. Gulick.



**Bay and city
of Agaña.**
*From Coello's
map of 1850.*

Documents 1853A

The correspondence of Governor Perez in 1853

Source: Safford's Papers, N° 3 & 5, in LC Mss. Div.

A1. Some mutineers from the whaler Athol—Letter dated 30 January 1853

Note: This whaler, of London, was formerly owned in St. John, New Brunswick. According to Jones' Ships, pp. 177 & 179, she had left London 27 July 1850 under the command of a Captain Dumsden, and returned to London on 17 July 1854, under a Captain Davidson.

Original text in Spanish.

Exmo. Sor.

*Remito à V.E. las adjuntas diligencias formadas contra cinco Marineros de la Fragata Ballenera Ynglesa **Athol** à pedimento de su Capitan causados de haberse querido apoderarse del buque; y no à los acusados por no haberlas querido recibir à su bordo el Capitan del Bergantin Español **Rosario** que condujo el situado à estas Yslas fundandose en la clausula del articulo 8° de la contrata celebrada en 13 de Julio entre el dueño del buque Don Martin Varanda y la Real Hacienda para que no se le obligue à admitir criminales, como consta por los oficios que van copiados al final de dichas diligencias.*

Siendo esta clausula de pura conveniencia para los contratistas espero de V.E. no se conceda para las contratas de los situados sucesivos, pues siendo el unico Buque Español que regularmente viene à estas Yslas cada dos ó tres años es perjudicial al servicio de S.M. por los diferentes casos que en este periodo pueden ofrecerse.

Ademas de estos cinco marineros tambien tenia que remitir à disposicion de la Real Hacienda un natural de estas Yslas por ejecutor de una muerte y en esto se perjudique la administracion de justicia; por lo que suplico à V.E. tenga en consideracion estas razones por la unica comunicacion de estas Yslas con esa Capital.

Dios guarde à V.E. muchos años.

Agaña 30 de Enero de 1853.

Exmo. Sor.

P. P.

[A] Exmo. Sor. Gobernador y Capitan General de las Yslas Filipinas.

Translation.

Your Excellency:

I remit to Y.E. the enclosed measures taken against five sailors from the English whaler **Athol** at the request of their Captain, as a result of their having attempted to take over the ship; but not so the accused, because they were not admitted aboard the the Spanish brig **Rosario** by her Captain, the same ship brought the subsidy to these Islands. He based himself on a clause of Article 8 of the contract passed signed on 13 July between the owner of the ship, Don Martin Varanda, and the Royal Treasury, to the effect that he cannot be obliged to admit criminals on board her, as can be seen in the letters that are copied at the end of said measures.

Given that this clause is simply for the convenience of the contractors, I hope that Y.E. will not grant it in future contracts for the subsidy; indeed, given that it is the only Spanish ship that regularly comes to these Islands every two or three years, it is prejudicial to the service of H.M. to have the various cases that may occur during this period.

In addition to these five sailors, I also had to remit at the disposal of the Roal Treasury a native of these Islands who has committed a murder and in this case also the administration of justice was thwarted. That is why I beg Y.E. to please consider the above reasons, on account of the only link between these Islands and that Capital.

May God save Y.E. for many years.

Agaña, 30 January 1853.

Your Excellency,

P. P.

[To] His Excellency the Governor and Captain General of the Philippine Islands.

A2. The Rosario in trouble upon leaving Guam—Letter dated 19 February 1853

Original text in Spanish.

Exmo. Sor.

*Dispuesta la salida del Bergantin **Rosario** para el 2 del mes pasado cerré mi correspondencia como V.E. lo verá por la comunicacion de aquella fecha N° 177 pero atenciones del consignatario la demora. El buque habia pasado hacia algunos dias de la Caldera chica á la grande, para estar mas proximo á la salida. En este cambio perdió una ancla y la mayor parte de la cadena que falló. El dia 11 de este mes amaneció con un fuerte baguio, y la posicion en que se hallaba fondeado en la caldera grande no le fueron suficiente dos anclas que tenia aunque se reforzaron con cañon y su buen cable las fué arrastrando hasta muy cerca de los bajos, en que sin remedio se iba hacer pedazos, sin que en aquella situacion pudiera salvarse ninguno de los que alli estaban. El contramaestre avisó que se rompieron las cadenas de ambas anclas. En caso tan apurado su arrojado y entendido Capitan mandó picar el cable del cañon y izar la trinquilla y salió á la mar á las 3 de la tarde en lo mas furioso del temporal, llevandole al Capitan del Puerto que como practico estaba abordo, la mar estaba tan terrible que*

cinco fragatas balleneras en el mejor fondeadero del Puerto todas arrastraron las anclas mas ó menos y una se la rompio la cadena. La perdida del Bergantin à la salida del Puerto fué presagiada por los balleneros que estaban en él, pero afortunadamente à las 6 de la mañana del día 14 se ha visto por el Norte de esta Isla con el tiempo ya mejorado aunque chubascoso, y entró en el puerto con auxilio de anclas que le dio un ballenero frances.

Perdió la Lancha, el Bote y mucho de lo que tenia sobre cubierta con otras averias, que remedidas en parte sale hoy para esa Capital.

Tres fragatas balleneras que estaban haciendo aguada en el Puerto de Umata tambien se salieron à la mar abandonando las pipas que tenian en tierra y el día 16 entraron en este Puerto todos con averias.

En tierra hizo el Baguio muchos destrozos en todas las siembras y arboladas.

Las Yglesias, Casas Reales, Parroquiales y particulares cubiertas de paja, han padecido mucho, se estan reparando sus daños sin que haya ocurrido otra novedad.

De lo que doy parte à V.E. para su Superior conocimiento.

Dios guarde à V.E. muchos años.

Agaña 19 de Febrero de 1853.

Exmo. Sor.

P. P.

[A] Exmo. Sor. Gobernador y Capitan General de las Yslas Filipinas.

Translation.

Your Excellency:

The departure of the brig **Rosario** having been scheduled for the 2nd of last month, I closed my correspondence, as Y.E. will see in the letter of that date, labelled N° 177, but circumstances affecting the messenger caused a delay. The ship had already moved from the basin to the outer harbor a few days before, in order to be more in readiness to depart. On the 11th of this month in the morning, a typhoon hit, and in the position in which she was anchored inside the outer harbor, two anchors were not sufficient to hold her, although they had been reinforced with one cannon and her good cable; they all dragged until the ship was close to the shoals, and she would necessarily have been broken to pieces, and those on board her would have found themselves in a position in which they could not have saved themselves. The boatswain sent word that the chains of both cables were broken. In such a drastic case, her well-advised and knowledgeable Captain ordered the cable holding the cannon to be cut, and the small fore-topsail to be raised and they sailed off to the high sea at 3 in the afternoon at the peak of the storm. The Port Captain who was acting as coastal pilot was carried off. The sea was so furious that five whaling ships that were anchored in the best part of the port all dragged their anchors more or less and one of them broke one chain. The loss of the brig upon leaving the port was predicted by all the whalers in port, but fortunately, at 6 in the morning of the 14th she was sighted to the north of this Island when the weather had calmed down, though it was squally, then she came into port with the help of an-

chors given to her by a French whaler.

She lost her launch, boat and much of what had been on deck, along with other damages which, having been repaired, she is leaving today for that Capital.

Three whalers that had been taking on water in the Port of Umata had also sailed off to sea, abandoning the barrels that they had on shore, but on the 16th they all came into this port, with damages.

On land, the typhoon caused much destruction to all the cultivated fields and trees. The churches, royal houses, parish houses and private homes lost their thatch roofs; they suffered much damage but are being repaired, and there are no other news to report.

I report same to Y.E. for your superior intelligence.

May God save Y.E. for many years.

Agaña, 19 February 1853.

Your Excellency,

P. P.

[To] His Excellency the Governor and Captain General of the Philippine Islands.

A3. Public works—Letter dated 31 December 1853

Original text in Spanish.

Exmo. Sor.

*Al concluir este año lo han sido tambien 14 puentes de madera con arigues y estri-
vos de piedra por no aguantar estas solas, por lo fangoso de los pisos, como lo ha de-
mostrado la experiencia, cayendose repetidas veces los construidos de piedra. Se han
reparado 7 que estan casi seguidos en un sitio pantanoso llamado Atantano y se han
hecho 7 alcantarillas de piedra.*

*Bien terraplenados los caminos à que pertenecen los expresados puentes y alcanta-
rillas quedan para el servicio de carretas cuanto el terreno lo permite. Hay que reparar
estos caminos con bastante frecuencia por estar en la playa y en particular 2 terraplenes
que doblan 2 puntas y son muy batidas por la mar.*

*Desde esta Ciudad al pueblo de Pago distante 2 horas y que atraviesa la Ysla por su
parte mas estrecha de N.-S, queda por primera vez hecho camino carretero. Lo que par-
ticipo à V.E. para su superior conocimiento:*

Nombres de los sitios donde se hallan estos:

Puentes		Alcantarillas	
<i>Pigo</i>	<i>1</i>	<i>Mungmung</i>	<i>1</i>
<i>Nagas</i> ...	<i>1</i>	<i>Plaza de Agaña</i>	<i>2</i>
<i>Asan</i>	<i>2</i>	<i>San Ramón</i>	<i>1</i>
<i>Marqui</i> [?] ...	<i>1</i>	<i>Nagas</i>	<i>2</i>
<i>Tepungan</i> ...	<i>3</i>	<i>Tepungan</i>	<i>1</i>
<i>Mazo</i>	<i>2</i>	<i>Sinajaña</i>	<i>1</i>
<i>Sasa</i>	<i>1</i>		<i>---</i>

Documents 1853B

Inventory of government property, Mariana Islands, 1853

Source: PNA, Manila.

Note: Another inventory, carried out at the end of 1856 by the same person, is almost similar in all respects.

Inventory of real and moveable property belonging to H.M. in the Mariana Islands at the end of December 1852, by Mr. Felix Calvo, Administrator of the Royal Treasury.

New/Usable/Useless

Royal House at Agaña:

The Royal House, with cistern, balcony, walkway and kitchen of masonry, with tiled roof, and enclosure of masonry that begins at the corner of the Warehouse, as far as the Powder Magazine, and ends at the corner of the House named Hospital.

—6 closets	- 6 -
—18 “achas” or polished brass oil lamps, and an equal number of wall supports	- - 18
—1 bench with back rest	- 1 -
—1 small bench without backrest	- 1 -
—4 couches made of cane	- 4 -
—1 large chest with three locks, iron rings and iron hasps	- 1 -
—1 idem, smaller, with a lock and 2 padlocks	- 1 -
—1 square table with boards and drawer	- 1 -
—3 tables with smooth tops, for eating purposes	- 3 -
—2 tables with rough tops, for the kitchen	- 2 -
—2 large round tables with drawer	- 2 -
—2 small tables with drawer	- 2 -
—3 boards fixed to the wall to serve as tables in the Secretary’s Room	- 3 -
—1 painting with the Royal Arms and dais of damask	- 1 -
—6 cane chairs with back made up of small vertical sticks	- 6 -
—3 rough chairs with a single cross-bar and jug-shaped backs	- 3 -
—6 idem, with oval-shaped backs made of cane	- 6 -
—1 other, of palm	- - 1

Warehouse.¹

The warehouse is made of masonry, with a cistern, walkway and kitchen of same material with tiled roof and enclosure of masonry.

—1 couch made of cane	- 1 -
—1 leather cot	- 1 -
—1 other bed-frame, with wooden boards	- - 1
—1 square table of boards, with drawer	- 1 -
—1 other, of <i>ifil</i> wood, smooth top	- 1 -
—1 other, of <i>dugdug</i> wood, with drawer	- 1 -
—1 counter with drawer	- 1 -
—1 closet of <i>ifil</i> wood, with 10 shelves to hold articles	- 1 -
—1 wooden set of shelves, for the same purpose	- 1 -
—1 closet of <i>ifil</i> and <i>dugdug</i> wood, with a door, lock and key, for store articles	- 1 -
—5 chairs	- 5 -
—7 chairs	- 7 -
—2 leather chairs	- 2 -
—1 set of <i>gantas</i> [measures]	- 1 -
—2 measuring bars	- 2 -
—1 weighing scale, with copper pans	- 1 -
—10 weights, from 1 pound to 2 reales	- 10 -
—1 very old clock with chimes, a drawer and weights; it once belonged to the Palace	- - 1
—1 corn grinding stone and pestle, from the shipwrecked schooner	- 1 -

Warehouse.²

House of masonry covered with thatch and with an enclosure of masonry.

—1 closet of <i>ifil</i> wood with a key	- 1 -
—1 iron T-scale with wooden pans	- 1 -
—1 weighing frame of brass	- 1 -
—2 padlocks on the doors	- 2 -
—1 water jug	- 1 -
—1 Roman scale with counterpoise	- 1 -
—1/3-cavan measure with a little bar in the center and an iron counter-weight	- 1 -
—1 <i>ganta</i> measure	- 1 -
—1/2-ganta measure	- 1 -
—3 chairs with leather backs	- 3 -
—1 rough chair laced with cane	- 1 -
—1 <i>chiquiguite</i> or leather measure	- 1 -
—3 sails for the boat	- - 3
—1 piece of canvas for same	- 1 -
—18 timbers for the frame of the boat (6 posts, 3 knees, 9 small beams)	- 18 -
—1 flag for said boat	- 1 -
—1 pennant for same	- 1 -

1 Ed. note: Called the Administrator's House, in 1856.

2 Ed. note: The 1856 inventory says that, in June 1856, the forge, with one anvil, was moved from Fort Sta. Cruz into this building.

Barracks.

—A house of masonry covered with thatch, with a chapel, 3 prison cells, a row of bed-frames, and quarter for the officer.

—3 closets	- 3 -
—1 padlock, for the stocks	- 1 -
—3 wooden bed-frames	- 3 -
—1 table with hinges, center board drooping in the center and with broken feet	- 1 - [sic]
—2 leather chairs	2 - -
—1 stocks	- 1 -
—6 iron bars and 81 rings	- 6 -
—28 pairs of shackles	- 28 -
—31 light fetters	31 - -
—28 old fetters	- 28 -
—28 chains	- 28 -
—61 rings for fetters	- 61 -
—5 small bars	5 - -
—12 shovels	12 - -
—12 spades	12 - -
—3 <i>fociños</i> [weeding tools]	12 - -
—1 pewter kettle	- 1 -
—1 pitcher, first-class	- 1 -
—4 ordinary plates	- 4 -
—4 ordinary cups	- 4 -
—2 dippers	- 2 -
—1 jar	- 1 -
—1 barrel	- 1 -

Powder Magazine in the city.

The store¹ of masonry covered with thatch, with a guard-house of masonry, also thatched.

—1 water jar	- 1 -
--------------------	-------

Fort Santa Cruz.

Its quarters have [a roof] of average slope covered with thatch.

—1 jar, almost useless	- 1 -
—1 stocks	- 1 -
—1 workshop belonging to the Artillery	- 1 -
—1 anvil	- 1 -

Within the boundary of Tuto.²

One house of masonry without a roof. One cistern of stone and brick without a roof, in good condition.

Village of Agat.

One house of masonry covered with thatch with its walkway and kitchen covered with straw; they have been destroyed by the earthquake that occurred on 25 January 1849.³

1 Ed. note: Called Weapons Room in 1856, when a masonry enclosure is also mentioned.

2 Ed. note: No longer listed in 1856.

3 Ed. note: Again, it was being rebuilt after the earthquake of 23 September 1856.

—1 closet of <i>ifil</i> wood, hanging on the wall of said house, id. id.	-- 1
—1 padlock for stocks, id. id.	-- 1
—1 table of <i>ifil</i> wood with drawer, 2 hinged boards, etc. etc.	-- 1
—5 chairs with leather backs, id. id.	-- 5
—1 wooden stocks, id. id.	-- 1
—300 [roof] tiles, id. id.	-- 300

—The Royal House, of masonry with its kitchen of the same material, both covered with thatch.
 —One *tambobo*¹ of masonry, similarly covered.²

—1 dresser of <i>ipil</i> , without a key	- 1 -
—2 couches laced with cane	- 2 -
—2 bed-frames " " "	- 2 -
—3 bed-frames, with boards	- 3 -
—2 tables of <i>ifil</i> with drawers and locks, but without keys	- 2 -
—6 chairs with leather backs	- 6 -
—1 large <i>ifil</i> chest with a shelf [inside], lock and key	- 1 -
—1 stocks, without a padlock	- 1 -

Village of Inarajan.

—The Royal House ³ of masonry with its walkway and kitchen covered with straw.	
—4 benches with back rests	- 4 -
—2 canoes [sic] of <i>palo maria</i> to make oil	-- 2
—2 tables, of smooth boards, with its benches	- 2 -
—1 other table, with drawer	- 1 -
—2 bed-frames, with boards	- 2 -
—1 lantern of tin, with a similar base	-- 1
—1 jar	- 1 -
—6 chairs, made of boards	- 6 -

Village of Pago.

The Royal House⁴ of masonry covered with straw, with its walkway and kitchen similarly covered.

—4 benches with back rests	- 4 -
—1 table	- 1 -
—1 bed-frame	- 1 -
—2 chairs, mde of boards	- 2 -
—1 jar	-- 1
—1 lantern with a base of tin	-- 1

Island of Rota.

—The Royal House of masonry covered with straw, with its kitchen of same material.	
—2 tables	- 2 -
—1 bed-frame	- 1 -

-
- 1 Ed. note: Now written "tambubong", it is a Filipino word meaning 'barn, or granary.'
 2 Ed. note: In 1856, this house, and tambobo, were destroyed by the earthquake of 23 September 1856, and all its contents were described as useless.
 3 Ed. note: Idem.
 4 Ed. note: Idem.

—2 chairs	- 2 -
—2 benches	- 2 -
—2 wooden stocks, without padlocks	- 2 -
—1 chain with fetters	- 1 -
—1 lamp of English iron	- 1 -
—1 <i>ganta</i> measure	- 1 -

Island of Tinian.

—The Royal House of masonry covered with straw, with its kitchen of same material.¹

—1 statue of Our Lady of Sorrows	- 1 -
—1 small brass crucifix	- 1 -
—2 tables of <i>ifil</i>	- 2 -
—3 benches	- 3 -
—1 bed-frame	- 1 -
—2 stools	- 2 -
—1 grinding stone, with pestle	- 1 -
—8 <i>caguas</i> [=scrapers]	- 6 2
—40 plates	- 40 -
—32 cups	- 32 -
—2 <i>bilao</i> s [winnowing trays]	- 2 -
—6 [coconut] scrapers	- 6 -
—1 <i>tarralla</i> ² whose thread is of <i>balibago</i> [hibiscus]	- 1 -
—1 other, of <i>pisi</i> ³	- 1 -
—18 machetes	- 18 -
—18 <i>fociños</i> [weeders]	- 18 -
—5 axes	- 5 -
—4 hatchets	- 4 -
—5 chisels	- 5 -
—1 gouge	- 1 -
—1 <i>soso</i> [scraper] to build canoes	- 1 -
—1 saw or hand-saw	- 1 -
—2 large saws	- 2 -
—2 gimlets	- 2 -
—2 hammers	- 2 -
—3 harpoons	- 3 -
—4 avocado harvesters	- 4 -
—7 knives	- 7 -
—1 mason's pick	- 1 -
—1 mason's trowel	- 1 -
—1 helmet	- 1 -
—1/2-cavan measure	- 1 -
—18 strainers	- 18 -
—3 canoes	- 3 -

1 Ed. note: In 1856, other buildings were mentioned: 1 shed, barracks, 4 work-sheds, 3 chicken-houses, 2 chicken-huts, and 2 bamboo platforms to dry meat in the sun.

2 Ed. note: Or *taraya*, a type of fishing-net.

3 Ed. note: Filipino word meaning 'string.'

—5 smaller canoes	- 5 -
—1 boat, with 4 oars, rudder, bailer and sail	- 1 -
—2 <i>barotos</i> [dugouts]	- 2 -
—3 lances	- 3 -
—11 barrels of salt ¹	- 11 -
—2 large mats, used for drying	- 2 -
—13 fetters	- 13 -
—6 padlocks	- 6 -
—1 triangle or screwdriver (?)	- 1 -
—1 racket	- 1 -
—1 glass lamp, cracked	- 1 -
—2 lamp holders, of tin	- 2 -
—8 curtains	- 53
—1 iron barrel	- 1 -
—1 T- bar [scale]	- 1 -
—3 pitchers(?)	- 3 -
—6 files	- 6 -
—2 pounds of nail	- 2 -
—1 sotcks	- 1 -
—3 arrobas of lead	- 3 -
—1 shot [ball] maker [mold]	- 1 -
—1 anvil	- 1 -
—17 muskets	- 89
—20 pounds of gun-powder	- 20 -
—300 shots [balls]	- 300 -
—140 flints	- 140 -

Island of Saypan.

—2 muskets	- 2 -
—8 pounds of gun-powder	- 8 -
—50 lead shots	- 50 -
—12 flints	- 12 -
—2 lances	- 2 -
—6 machetes	- 6 -
—4 <i>focifios</i> [weeders]	- 4 -
—2 harpoons	- 2 -
—1 avocado picker	- 1 -
—1 iron clamp(?)	- 1 -
—2 <i>caguas</i> [scrapers]	- 2 -
—25 coconut scrapers	- 25 -
—1 wooden scale, with 5 lead weights	- 1 -
—9 barrels	- 9 -
—1 cask	- 1 -
—2 arrobas of iron hoops for barrels	- 2 -
—2 large cast-iron kettles	- 2 -

¹ Ed. note: The salt was used to dry the meat and pelts from the butchered cows. However, in 1865, the salt is listed under the heading of 'fishing', and it must also have been used to salt fish.

—1 fishing-net, <i>balibago</i> thread, with 160 lead sinkers	- 1 -
—400 sinkers	- 400 -
—1 pitcher(?)	- 1 -
—4 strainers of <i>medrañaque</i> ¹	- 4 -

On the beach at Agaña.²

—One shed covered with straw, and an enclosure of coconut trunks, with a door and padlock, and in it a boat with rudder, mast, oars, gaff-hook and bailer

- 1 -

Leper hospital at Agaña.

—One house of masonry, with a kitchen of the same material, covered with thatch and enclosed with a stone wall.

—1 image of Our Lady of the Rosary	- 1 -
—1 crucifix	- 1 -
—1 wooden cross	- 1 -
—1 tabernacle	- 1 -
—3 mirrors	- - 1
—5 candle-holders, 3 of copper, 2 of wood	- 5 -
—3 tables	- 3 -
—1 altar curtain	- 1 -
—4 pieces of a white substance	- 4 -
—1 lamp	- 1 -
—2 bells	- 2 -
—1 box	- - 1
—1 chest	- - 1
—1 bottle	- 1 -
—1 beater	- 1 -
—1 iron lamp	- 1 -
—2 chains	- 1 1
—8 bed-frames	- 8 -
—1 jar	- 1 -
—1 grinding stone, with pestle	- 1 -
—1 coconut scraper	- 1 -
—1 machete	- 1 -
—2 <i>fociños</i> [weeders]	- 2 -
—1 mason's trowel	- - 1
—2 kettles	- 1 1

Leper hospital at Saypan.

—One house is of boards and covered with straw. The chapel enclosed with round poles, with a straw roof, an altar, and a wooden cross in front of the cemetery.

—1 St. Lazarus	- 1 -
—1 table	- 1 -
—12 bed-frames	- 12 -
—1 image of Our Lady of Sorrows	- 1 -

1 Ed. note: A type of natural gauze, probably from the stem of banana trees, or bases of coconut branches.

2 Ed. note: Destroyed during the earthquake of 23 September 1856.

—1 gilded brass crucifix	- 1 -
—4 machetes	- 4 -
—4 <i>focifios</i>	- 4 -
—1 <i>cagua</i> [scraper]	- 1 -
—10 pitchers(?)	- 10 -
—2 iron kettles	- 2 -
—19 plates	- 19 -
—4 cups	- 4 -
—1 hoe	- 1 -
—9 beaters	- 9 -
—1 grinding stone, with pestle	- 1 -
—3 jars	- 3 -
—2 canoes	- 2 -
Chapel ornaments.	
—1 chalice with its silver paten bearing a double-L mark	- 1 -
—1 consecrated altar	- 1 -
—2 albs	- 2 -
—1 amice	- 1 -
—1 <i>camilla</i> of white enamel	- 1 -
—1 other, of red damask	- 1 -
—2 purificators	- 2 -
—2 corporals	- 2 -
—2 cassocks	- 2 -
—2 altar cloths	- 2 -
—1 missal	- 1 -
—1 silver cruet for the holy oils	- 1 -
—2 wine servers, with their saucer and small silver spoon	- 2 -
—2 silver thongs	- 2 -
—1 altar curtain	- 1 -

Agaña, 31 December 1852.

Approved: [Governor Pablo] Perez. Felix Calvo.

[Addendum, in 1856: The following Inventory of government property at Agrigan and Pagan:]

Islands of Agrigan and Pagan.

Craft.	
—1 boat with rudder, oars and sails	- 1 -
—1 dugout canoe	- 1 -
Tools.	
—2 axes	- 2 -
—4 hatchets	- 4 -
—1 saw	- 1 -
—2 hand-saws	- 2 -
—1 hoe	- 1 -
—1 chisel No. 1	- 1 -
—1 chisel No. 2	- 1 -
—1 chisel No. 3	- 1 -

—1 file	- 1 -
—1 knife	- 1 -
—1 gimlet	- 1 -
—2 hammers	- 2 -
—1 clamp	- 1 -
—1 blade for a plane	- 1 -
—12 machetes	- 12 -
—12 <i>fociños</i>	- 12 -
—7 coconut scrapers	- 7 -
—2 iron bars	- 2 -
—2 pick-axes	- 2 -
Utensils.	
—2 shovels	- 2 -
—4 <i>caguas</i> [scrapers]	- 4 -
—10 <i>carajays</i> [pitchers?]	- 10 -
—3 dozen plates	- 3 -
—3 dozen cups	- 3 -
—24 barrels	- 24 -
—1 anvil	- 1 -
—1 T-scale	- 1 -
—1 set of wooden measures for grains	- 1 -
—1 other set, made of tin, for oil	- 1 -
—1 national flag, with a crest	- 1 -
—1 other flag, for the boat	- 1 -
Shackles.	
—2 pairs of fetters	- 2 -
Weapons.	
—8 rifles, all with bayonets	- 8 -
—200 cartridges with slugs	- 200 -
—24 flints	- 24 -
—2 cork-screws [to pull cleaning rags]	- 2 -
—1 screwdriver	- 1 -

Navy.

—One boat, with the Adjutant of the port of Agaña, with rudder, oars, sail, flag with Royal Crest	- 1 -
—Another, with the pilot of the port of Apra, with same equipment	- 1 -
—Another, with the Adjutant of the port of Umata, with same equipment	- 1 -
—2 buoys lined with copper, with iron chains placed on the shoals of the port of Apra	- 2 -
—1 semaphore in Umata: 2 flags, one with has the Royal Crest	- 1 -

Mariana Islands, 1853—Survey and appraisal of buildings and forts that belong to H.M. in the Islands.

The master carpenters, Ignacio Fernandes and Justo Baza, by virtue of an official order carried out a survey and prudent assessment to the best of their knowledge of the buildings and forts belonging to H.M. in these Mariana Islands.

City of Agaña.

Pesos/Rs./Ms.

Parish House of masonry with walkway and kitchen of the same material covered with thatch. The house is 24 yards¹ in length, 12-1/2 in width, by 6 in height on the outside; and 21 yards by 11 on the inside. The kitchen is 13 yards and 1 palm long by 7 yards and 1 palm wide, by 1/2 on the outside; 11-1/2 yards long by 6 wide inside. The enclosure 8s 71 yards long by 3 high. Everything is in poor shape. Valued at 1,300 - -

Church of masonry with a gallery, chapel and tower of the same material, covered with thatch. The church is 47 yards long by 19 wide by 5(?) yards and 1 palm high on the outside; and 45 yards long, 17 wide wide inside. The gallery is 13 yards long by 8 wide by 5 yards and 1 palm high on the outside; 12 yards long by 7 wide inside. The chapel, renovated, is 28-1/2 yards long by 8 wide by 5 high on the outside; 26-1/2 yards long by 6 wide inside. The tower is 6 yards long by 8 wide by 11 high on the outside, with a porch 129 yards in circumference by 2 high. Valued at 6,500 - -

Warehouse of masonry with walkway and kitchen of same material, covered with thatch. The house is 34-1/2 yards long by 8-1/2 wide by 6 high on the outside; and 32 yards long by 6-1/2 wide inside. The kitchen is 8-1/2 yards long by 5-1/2 wide by 5 high on the outside; 6-1/2 long by 3-1.2 wide inside, with an enclosure 80 yards in circumference, and 3 yards and 1 palm high, and a well. Valued at 1,500 - -

Palace of masonry with walkway, roof terrace, tower, cistern and kitchen of same material, covered with thtch [sic]. The house is 53 yards long by 12-1/2 wide by 8 high on the outside, and 51 yards long by 10-1/2 wide inside. The kitchen is 16 yards long by 8 wide by 4-1/2 high outside; 14 yards long by 6 wide inside. The tower 6 yards square by 10-1/3 high on the outside; 4 square yards inside. The cistern is 6 yards and 1 palm long by 4 yards 1 palm wide by 5 deep, with two wells, one enclosure on the inside 58 yards in circumference and 3 high, and a larger enclosure with 1,500 yards in circumference, and 2-1/2 high. Valued at ... 8,300 - -

Barracks for the troop, of masonry, covered with thatch, is 52 yards long by 13-1/2 wide by 4 high on the outside, 50 yards long by 11-1/2 by 11-1/2 wide inside; it is in bad shape. Valued at 1,600 - -

Hospital of masonry, covered with thatch, is 32 yards long by 7 wide by 5 high on the outside; 31 yards long by 5 wide inside. It is in bad shape. Valued at 350 - -

Administration House of masonry, with walkway, kitchen and cistern of same material, covered with thatch. The house is 29 yards and 1 palm long by 13 wide by 6 high outside; 27 yards long by 12 wide inside. The kitchen is 10-1/2 yards long by 6 wide by 4 high outside; 10 yards long by 5-1/2 wide inside. The cistern 6 yards long by 5 wide by 4-1/2 deep with a well and an enclosure 88-1/2 yards in circumference by 2j-1/2 high. Valued at 6,500 - -

House at Santa Cruz of masonry, covered with thatch, is 26-1/2 yards long by 7-1/2 wide by 4 high outside; 24-1/2 yards long by 6-1/2 inside. Valued at 300 - -

Powder Magazine of masonry, covered with thatch, is 4 yards long by 4 wide by 4 high outside; with an enclosure of 46 yards in circumference by 3-1/2 high. Guard-house of masonry, covered with thatch, is 6 yards long by 4j-1/2 wide by 3 high outside; 4-1/2 yards long by 3 wide inside, with a sentinel box of masonry measuring 6 yards in circumference by 3 high. Valued at 120 - -

Fort San Rafael is 42 yards long by 23 wide by 7 high, useless - - -

1 Ed. note: The yard in question is a Castilian yard, or "vara", which was equivalent to the English yard, i.e. 3 feet or 4 palms, about 1 meter.

Within the boundary of Adilup.

Leper Hospital of masonry, with a kitchen of same material, covered with thatch. The house is 20-1/2 yards long by 7-1/2 wide by 4 high on the outside; 18-1/2 yards long by 5-1/2 wide inside. The kitchen is 7 yards long by 4 wide by 2-1/2 high, with a stone enclosure 280 yards in circumference by 2 high. Valued at 400 --

Within the boundary of Tuto.

One cistern of masonry and bricks, 11 yards long by 7 wide wide by 4-1/2 deep. Valued at ...
..... 80 --

In the Port of Apra.

Fort Santa Cruz 36 yards long by 19-3/4 yards wide by 5 wide, with its quarters half [under] water, covered with thatch which is 23-1/4 yards long by 5 wide by 3-1/2 high. Valued at ...
..... 2,000 --

Village of Agat.

Royal House of masonry, covered with thatch, with walkway and kitchen of same material, cored with straw. The house, destroyed, is being rebuilt and is already covered with thatch, is 24 yards long by 10-1/2 wide by 6 high, the walls 1 yard thick. The kitchen, in ruins, is 8-1/2 yards long by 6-1/2 wide by 4 high. Valued at 700 --

Church of masonry, covered with straw, is 35 yards long by 16 wide by 3-1/2 high, and the wall 1 yard thick. The porch is 100 yards in circumference by 1 yard high by 1/2 yard thick. Valued at
..... 1,200 --

Village of Umata.

Royal House of masonry, covered with thatch, is 34 yards long by 10-1/2 wide by 8 high. The terrace is 9 yards long by 8 wide by 4 high. The kitchen of masonry, covered with thatch, is 9 yards long by 8 wide by ... high. Valued at 4,500 --

Guest-house of masonry, covered with thatch, is 11 yards square by 4 high. Valued at ... 500 --

Church of masonry, covered with straw, is 28 yards long by 11 wide by 5 high. The gallery is 11 yards long by 5 wide by same in height. The porch is 56 yards in circumference by 2 high. Valued at 1,000 --

A Battery 20 yards in frontage with walls 2 yards in height, and the sides with walls 9 yards long, their thickness 7 palms. Valued at 200 --

Fort Soledad 82 yards in circumference, with walls 1 yard high by 2 thick. Its lodging is 15 yards long by 6 wide by 3 high, the walls 1 yard thick. The sentinel box 2 yards square by 2 yards high. Everything is useless ---

Fort San José of masonry, covered with straw, is 36 yards long by 10-1/2 wide by 3-1/2 high. The porch is 72 yards in circumference, its walls 2 yards high by 1 thick, in good condition. Valued at 700 --

Fort Santo Angel 59 yards in circumference, the walls 1 yard high by 1 yard thick. The csement is 10-1/2 yards long by 4 wide by 3 high. Useless ---

Village of Merizo.

Church of masonry, covered with straw, is 36 yards long by 10-1/2 wide by 3-1/2 high. The porch is 72 yards in circumference, its walls 2 yards high by 1 thick, i good condition. Valued at
..... 700 --

Village of Inarajan.

Royal House of masonry, with walkway and kitchen covered with straw. The house is 16 yards long by 6 wide by 3-1/2 high. The kitchen is 6 yards long by 4 wide by 3-1/2 high. The kitchen is 6 yards long by 4 wide by 3-1/2 high. Valued at 400 --

Church of masonry, covered with straw, is 34 yards long by 10 wide by 4 high. The porch is 17 yards square with wall 1 yard high. Valued at 500 --

Village of Pago.

Royal House of masonry, with walkway and kitchen covered with straw. The house is 20 yards long by 7 wide by 3 high. Valued at 250 --

Church of masonry, covered with straw, is 30 yards long by 14 wide by 4 high. The porch 21 yards long by 14 wide by 1 high. Its convent is of masonry, covered with straw with its walkway and kitchen with a similar roof. The house is 21 yards long by 7 wide by 4 high. The Kitchen is 7 yards long by 5 wide by 3 high. Total value 600 --

Island of Rota.

Royal House of masonry, covered with straw, is 15 yards long by 5 wide by 4 high. Valued at ...
..... 70 --

Church of masonry, covered with straw, is 30 yards long by 14 wide and the walls 1 yard high. Valued at 240 --

Parish House, back of the altar of the church, is 10 yards long by 4 wide by 4 yards high and of masonry, covered with straw. Valued at 600 --

Island of Tinian.

Royal House of stone with a straw roof, is 20 yards long by 7 wide by 4 high. Valued at ... 200 -
-

Island of Saypan.

Leper Hospital of boards and straw, is 20 yards long by 7 wide by 5 high. Valued at
..... 120 --

Total **40,840 pesos**
=====

Agaña, 31 December 1853.¹

¹ Ed. note: The actual evaluation took place in October 1853. The archives contain another assessment report dated one year later, and carried out in August 1854 by Justo de la Cruz and Justo Baza, carpenters, and by José Tanofia and Rafael de Castro, masons; however, the report is an exact copy of the above report for 1853, in all respects.

Document 1853C

Rev. Snow's survey of Kosrae Island**Letter of Rev. Snow, dated Kosrae 17 September 1853****Survey of Strong's Island.**

Strong's Island, Sept. 17, 1853.

Bro. Damon:—

Here is a bit of intelligence that may be of some interest to the few seamen that may wish to visit Strong's Island. The King called on me this morning to go with him to sound the depth of water in and around the entrance to this, the Weather Harbor. We called on our way, and took Mr. Wm. D. Covert, second mate of the **Paragon**, the barque which was wrecked here on the 20th of last March. The following is the result of our survey.

At the north side of the entrance to the harbor, about a cable's length, or 90 fathoms from where the surf breaks, we found 10 fathoms of water, and about two cable's length, 38 fathoms.

On the south side of the entrance, a cable's length from the surf, there was 20 fathoms of water, a cable and one half, 32 fathoms, one half a cable's length, 6 fathoms.

A cable's length from there the **paragon** lies, in the same direction which she went on to the reef, we found but 20 fathoms of water.

In the middle of the passage, at the mouth of the entrance, we found bottom at 44 fathoms; and a ship's length or so from the rocks on either side, at the same place, it was 28 fathoms to bottom. In the middle of the passage, about half way in the harbor, it was 35 fathoms. In the middle of the passage, near the mouth of the harbor, inside, 26 fathoms; and just at the mouth of the harbor, 19 fathoms.

Those soundings were taken at low water. The greatest rise and fall of tide which I have noticed, has been a little over 6 feet, but more generally it is from two to four feet.

We found rough coral bottom, and the king says that the soundings are about the same entirely around the island, except that in some places the shallowness extends out much further.

At certain seasons of the year, the currents around the Island are very strong. I have not been here long enough to learn their habits, if they have any regular ones.

If you will give the above a place in the *Friend*, you will greatly oblige your friend *King George*, at whose request it is written.

Truly yours,

B. G. Snow,

Missionary at this Island.

P.S.—You requested me to take some note, and perhaps send you a drawing of the so-called “Ruins” on this Island. To give anything like a full and correct idea of them would require more time than I have had, or shall be likely to have very soon, at my disposal for such a purpose. Some of them are an immense work, truly. But they are all unquestionably the work of the natives, tho’ done at a time when altogether more numerous than at present. It is almost incredible how rapidly this people have dwindled away, nor has the tide ceased to ebb. The King knows the vessel and the very man who sowed the first seeds of the wasting disease.—God only knows who and how many have been engaged in it since. Oh! deliver me from their awful doom. It is no wonder to us who are out here and know what is done, and who do it, that these Islands have been so little known to the civilized world, though they have been long known and frequently resorted to by a certain class of the sea-going world. I am glad that the night of darkness is drawing towards morning. As yet we can hardly tell which point of the compass looks brightest, but our eyes linger most hopefully towards the East. I am glad that watchmen have been sent to tell of the night.”

Dove Island Cottage,

B. G. S.

Document 1853E

Massacre at Tarawa, Gilbert Islands

Article in The Friend, Honolulu, Mar. 1, 1854.

Note: The news had already been published in Boston, in November 1853.

Massacre at Hall's Island

A late San Francisco paper says that the brig **Rosa**, while on a trading voyage among the South Pacific Islands, stopped at Tauroa [Tarawa], where she was attacked by about one hundred and fifty savages from the north end of Hall's [Maiana] Island. Joseph Maiden, chief surviving officer, thus narrates the fight:—

The captain was also on deck; he (Mr. Maiden) took the several clubs from the savages. He then went to the main hatch to speak to the men left in the hold, when he received a severe blow on the head from a club, which knocked him down the hatchway. While in the act of falling he saw two natives attacking Wm. Sheen, a cooper, who shipped at Sydney. The war whoop was then raised and Maiden recovering from the effects of his blow, and not being injured by the fall, directed the men in the hold to make for the cabin, there being a door through the bulkhead, with a view to getting arms. They could not find any ammunition for some time; at length Emmanuel RAmos discovered a keg of powder, and afterwards a parcel of shot. Having now loaded some musket, they shot some natives from the cabin sky-light, and Maiden, standing at the foot of the companion ladder, and seeing the King's son passing on the deck, ran him through with a bayonet. They then left the cabin and attempted to rush the natives overboard. The natives were struggling with the captain, one with the cook's hatchet and the other with a piece of sharpened iron, like a long knife. Maiden raised his musket at the men but it misfired, and he killed one of them with his bayonet. In falling the native dropped the hatchet on Maiden's foot, which cut severely, both in the struggle went down the hatchway together, till the savage was overpoered and killed.—

Maiden afterwards shot another native. By this time many of the natives were driven overboard and having hoisted the jib and cut the cable, the vessel stood off from the land. After getting the vessel under way, Maiden found that the captain, the boatswain, the cooper and one of the seamen, were lying on the deck, their bodies being mutilated in a horrible manner, by wounds from the hatchets and clubs. The steward, also, was lying on deck, almost dead. He then stood N.E. to endeavor to fetch Tauroa, with the hope of finding the schooner **Black Dog**, and getting assistance to navigate the vessel.

The current, however, drove the vessel to the Westward, and eventually Maiden bore up for Sydney, under the circumstances detailed in our report of the wreck. The murdered men were buried at sea.

The following is a list of the crew at the time of the Massacre, showing those saved and those killed: Capt. Jacomo Ferreo, Italian, Emmanuel Pancho, boatswain, Italian; Wm. Sheen, cooper, Englishman;—all killed. Chas. Temmins, chief mate, American, Henry Wilson, seaman, American—missing (either killed or left among the natives); Joseph Maiden, second mate, Englishman; Michael Black, seaman, Irishman; Emmanuel Ramos, seaman, Chilian; San Francisco, cook, Portuguese; Eugenio Carbone, steward, Italian, and Joe, a native—all now in Sydney.

Documents 1853F

The ship *Gratitude* of New Bedford

F1. The logbook of the *Gratitude*

Sources: Logs kept in New Bedford Free Public Library; PMB 330; cited in Log Inv., under #2079, 2080.

Notes: In 1850, the ship was under the command of Captain Wilcox and on her way from Samoa to the Northwest Coast of America; she then passed to the eastward of the Gilbert Islands. In 1853, she was on another voyage, under Captain Cornell.

...

Thursday February 28th [1850]

... At 1 p.m., spoke Bark **Marcus** [Capt. Babcock of] SAg Harbor, 30 months, 500 bbls sperm. Lat. 45 miles North [near 175° E].

...

Sunday January 7th [1853]

... At 7 p.m., spoke the Ship **Enterprise**.¹ Lat. by Obs. 26 miles South. Long. by Chron. 179°12' W.

...

Monday January 10th

... Today the Ship **Enterprise** in company with us. Lat. by Obs. 1°25' S. Long. by Chron. 177°46' W.

Tuesday January 11th

... Saw 2 ships today... Lat. by Obs. 2°10' S. Long. by Chron. 177°38' W.

...

Wednesday January 19th

... Saw the Ship **Alfred Gibbs** [Capt. Jenney] today. At 6 p.m., spoke the Bark **General Scott** [Capt. Smith] of New London. Lat. by Obs. 31 miles S. Long. by Chron. 177°32' E.

...

Tuesday January 25th

... AT 11 a.m., saw Simpson's [Abemama] Island bearing NW distant 20 miles. We luffed up for it. At 3 p.m., luffed to with the head yards aback heading off shore &

¹ Ed. note: Of New Bedford also, Capt. Swift, voyage 1849-51.

traded with the natives until dark, then lay off and on for the night. Lat. by Obs. 00°07' N. Long. by Chron. 174°30' E.

Wednesday January 26th

... At 7 a.m., kept off and ran down to the Island & traded for pigs & fowls & coconuts. At 2 p.m., kept off SSW in company with the Ship **Chandler Price** [Capt. Taber].

...

Saturday January 29th

... At 6 p.m., spoke the Ship **Roscoe**, Capt. Hayden of New Bedford with 600 barrels of sperm. Lat. by Obs. 00°43' S. Long. by Chro. 171°55' E.

Sunday January 30th

At 10 a.m., Capt. Hayden of the Ship **Roscoe** came on board and stopped a couple of hours.

...

Friday February 11th

... At 6 a.m., saw Strong's [Kosrae] Island bearing NNE distant 30 miles. We braced up the yards and luffed by the wind...

Saturday February 12th

... Steered SE for the land...

Sunday February 13th

... At daylight, saw the land and kept off South for it... At 3 p.m., went into the Weather Harbor on Strong's Island and anchored off the King's Palace in 12 fathoms of water.

Monday February 14th

... All hands employed at breaking out the fore hold and getting the casks ready for water.

Tuesday February 15th

... One watch on shore on liberty, the other employed at ship duty.

Wednesday February 16th

... Today the Ship **Alfred Gibbs** came in.

Thursday February 17th

... Getting off wood and other jobs. Today the Ship **Waverly** came in.¹

...

1 Ed. note: The Waverly of New Bedford, Capt. Kempton, voyage of 1851-54.

Sunday February 20th

... One watch from each ship on liberty, the others on board of the **Alfred Gibbs** at church.

...

Wednesday February 23rd

... At 6 a.m., took our anchor and tried to tow out but the trade winds set in fresh and we had to let go the anchor again.

...

Sunday February 27th

... One watch on liberty, the other at church on board of the Ship **Gratitude**.

...

Thursday March 2nd

... ONE watch on liberty, the other employed at ship duties. Today, the Ship **Herald** came in.¹

...

Sunday mMarch 6th

... At 5 a.m., got the **Alfred Gibbs** under way and towed her out, then the **Gratitude** and then the **Waverly**. At 4 p.m., all of us being clear of the land, we kept off W and bid good-bye to Strong's Island.

...

Wednesday March 9th

... Steering W by N all sail set, in company with the Ship **Waverly**. Lat. by Obs. 8°02' N. Long. by Chro. 151°00' W.

...

Tuesday March 15th

... At 4 p.m., saw the Island of Rota bearing W by S distant 50 miles and at 6 p.m., the Island Tinean bearing NNW distant 40 miles. We luffed up by the wind under short sail. Lat. by Obs. 14°02' N. Long. by Chron. 146°24' E.

Wednesday March 16

... At 9 a.m., got in with the land and went ashore but could not get much. At 2 p.m., left fort the Island of Saypan...

Thursday March 17th

... At 9 a.m., lowered a boat and went on shore and got a lot of hogs and fowls and a few yams and potatoes and plenty of bananas. At 3 p.m., kept off for Guam. At 6 p.m., spoke the Ship **Jireh Perry**.²

1 Ed. note: There were three whalers named Herald at the time. This one was from Fairhaven, Captain Terry, as confirmed in Doc. 1853G.

2 Ed. note: Of New Bedford, Capt. George Lawrence, voyage 1852-55.

Friday March 18th

... At 7 a.m., saw the Island of Guam bearing SSW distant 30 miles. At 11 a.m., hove aback off the Harbor. At 1 p.m., got a Pilot and went in and anchored in 22 fathoms of water.

...

Monday March 20th

... One watch on liberty, the other on board.

...

Friday March 24th

... One watch going to town today.

Saturday 25th

... One watch on shore, the other newly(?) sick.

...

Tuesday March 26th

... All hands on board. Some getting water and some sick.

Wednesday March 29

... All hands on board, some getting water and some getting off potatoes.

Thursday March 30th

... At 10, took our anchor and went outside and beat up to the town and lay off and on for the night.

Friday March 31st

... At 9 a.m., sent off a boatload of potatoes. At 11 a.m., came on board and steered by the wind in company with the **Waverly**.

...

Wednesday April 6th

... At 9 a.m., passed the Sydney Bark **SAMuel Enderby**. Lat. by Obs. 18°00' N. Long. by Chron. 144°49' E.

...

Friday April 8th

... At daylight, saw the Island of Gurgan [Guguan] bearing SE distant 40 miles. AT sunset the Island of Pagan bore E distant 20 miles. Lat. by obs. 17°29' N. Long. by Chron. 144°42' E.

Saturday April 9th

... At sunset, the Island of Gregan [Agrigan] bore SE distant 30 miles. Lat. by Obs. 18°30' N.

Sunday April 10th

... At sunset, the Island of Gregan bore E by S distant 10 miles.

Monday April 11th

... Trying to get up to Gregan. At 8 a.m., got a boatload of coconuts.

...

Wednesday April 13th

... At 8 a.m., went on shore at Gregan Island and got 6 pigs and a few fowls and a lot of coconuts.

Thursday April 14th

... At 10 a.m., being handy in to Assumption [Asuncion] Island, sent a boat in to try to catch some fish but got none. Lat. by Obs. 19°26' N. Long. by Chron. 145°47' E.

Friday April 15th

... At 6 a.m., being handy to Uracas Island, we lowered 3 boats and struck a humpback whale and killed him and he sunk. Lat. by Obs. 20°08' N.

...

F2. News from her reached New England

Source: Article in the Boston Post, Nov. 1, 1853.

Whalers.

A letter from Capt. Cornell, of ship **Gratitude** of New Bedford, reports her at Guam March 28, had taken 30 bbls sperm since leaving Sandwich Islands. Reports bark **Harvard**, Almy, do. leaving Guam March 24 for N. had taken nothing since leaving the island: ship **Waverly**, Kempton, N. B. do. do.

Documents 1853G

Other whalers of 1852-53, including the wreck of the Paragon

G1. More visitors to Kosrae

Source: Article in the Boston Post, May 9, 1853.

Whalers.

A letter from Capt. Henry B. Folger, of ship **Canton**, N. B., reports at Strong's Island Dec 4th [1852], all well, with 600 bbls sperm oil on board, (sent home 150 sp.) to sail on a cruise on the 10th. Reports Oct. 17th, at Ocean [Banaba] Island, **Susan**, Smith, Nantucket 350 sp., Oct 20, off Ocean Island, **Jasper**, Rotch, N. B. 700.

A letter from Capt. Hayden, of ship **Roscoe** of N. B. reports her at Strong's Island Dec 1, all well, with 600 bbls on board.

G2. The loss of the Paragon at Kosrae

Sources: Article in The Daily Mercury, New Bedford, July 4, 1853; similar report in the Boston Daily Advertiser, July 6, 1853; reproduced in Ward's American Activities, under Kusaie 27.

Loss of the Bark Paragon of Nantucket.

A letter from Capt. Swain of ship **Mohawk**, of Nantucket, reports the loss of bark **Paragon**, of Nantucket, on Strong's Island, on the 20th March last, but gives no particulars. The **Paragon** was 28 mos. out, and had 300 bbls. sperm oil on board. There is insurance upon her at the Commercial Ins. Co. Nantucket for \$8,400.

G3. News of Captain Brown, who deserted his own ship

Source: Article in The Evening Union, Newburyport, Apr. 21, 1853.

The *Friend of China* reports the arrival at Hong Kong, Feb. 8, of the Bremen whaler **Averick Heineken**, from Ascension [Pohnpei], Jan. 24. The **A. H.** when at Wellington [Mokil] Island in the North Pacific heard that Capt. Brown, formerly of the **Genii**, had been there with a boat, six women and three or four boys, and after remaining there

three days he left there for some uninhabited island. While the **A. H.** was at Ascension, the boat came into the weather harbor, but without Capt. Brown, whom the crew said they had left on Raven [Ngatik] Island, about sixty miles from Ascension.¹

G4. Whalers, continued

Source: Article in the Boston Post, July 4, 1853.

Whalers.

A letter from Capt. Swain of ship **Mohawk**, of Nantucket reports her at Guam April 2d with 1700 bbls. sperm oil.

The same letter also reports the loss of bark **Paragon**, Nelson of Nantucket. It is stated that she was lost at Strong's Island, on the 20th of March last with 300 bbls. sperm oil on board, but no particulars are given. The **Paragon** is owned by H. G. O. Dunham and eight or ten others of nantucket some of thwom has no insurance. There is insurance on her at the Commercial office of that town to the amount of \$7,500.

G4. More news of the Paragon, etc.

Published in New England newspapers.

Sources: Articles in the Boston Daily Atlas, July 23, 1853; similar report in The Republican Standard, New Bedford, July 28, 1853.

A letter from Capt. Terry, of ship **Herald**, of Fairhaven, gives an account of the loss of barque **Paragon** of Nantucket. The **Paragon** got under way on the 20th March, at 6 a.m. in the harbor of Strong's Island and was towed to sea, but shortly afterward drifted on to the south reef, where, in a few hours she became a total wreck. Mr. Wm. Campbell, a colored man, a native of New Bedford and 2d mate of the **Herald**, was drowned in attempting to reach the wreck through the surf. The wreck, as it laid at Strong's Island, was sold at auction at Hong Kong previous to May 4, by Capt. Nelson, for \$110.

Source: Article in the Boston Post, Feb. 16, 1854.

At Honolulu Dec. 18 ship **Herald**, Harlow (late Terry) of Fairhaven from Strong's Island with 200 bbls. sperm oil and materials from the wreck of bark **Paragon** of Nantucket. The **Herald** would await orders from her owners.

A letter from first officer of ship **Canton** 2d, Folger of N. B., reports her at Strong's Island Oct. 12 with 900 bbls. sperm oil including oil sent home.

1 Ed. note: The crew had stolen the boat, abandoning Capt. Brown.

G5. Another one damaged at Guam

Source: Article in The Commonwealth, Boston, Mar. 11, 1854.

A letter from Capt. Marsh, of ship **E.L.B. Jenney**, of Fairhaven, dated Hong Kong Dec. 26th, states that he had discharged and stored his oil on shore, in as safe quarters as could be found, and was then alongside of a hulk, preparing to heave down, to repair damages sustained by having been driven on shore at Guam, Ladrones, in a typhoon Nov. 1st, 1853. The ship went on shore, dragged both anchors, with topgallant masts housed. Capt. M. thinks that the false keel is off, copper and sheathing badly torn, and the rudder stock and two lower pintles were broken, which he repaired temporarily at Guam; took 14pp bbls. sperm oil the last Northern cruise, and would ship his oil home, if a good opportunity presented, before leaving Hong Kong.

Document 1853H

Andrew Cheyne's Sailing Directions for the Western Pacific Ocean

Source: His book entitled: Sailing Directions for New South Wales to China and Japan, including the whole Islands and Dangers in the Western Pacific Ocean, the Coasts of New Guinea, and Safest Route Through Torres Strait, Compiled from the most authentic sources. By Andrew Cheyne, First Class Master:—Mercantile Navy (London, Potter, 1859).

Note: Most of Cheyne's hands-on experience in those waters took place between 1841 and 1846, but his book, first published in 1853, contains information gathered up to 1852.

...

Sailing Directions for the North Pacific Ocean.

The Caroline Islands.

Strong [Kosrae] Island, the easternmost of the Caroline Islands, is of volcanic formation, and eight miles in extent, in a N.W. and S.E. direction. The north end is a high rugged mountain, 1,944 feet high, according to Capt. Duperrey, who made a minute survey of this island, in June, 1824. The middle and southerne portion is also mountainous. The highest elevation of part of this part is Mount Crozier [rather Crocker], 2,152 feet. The mountain in the north end is separated from the southern by a deep break or valley, about two or three miles from its north end, which extends across the island from east to west. The northern part of the island is surrounded by a coral reef, which, opening before the break or valley, between the monntains, forms a harbour on each side of the island. Coquille Harbour, the western, is that in which Capt. Duperrey anchored. It is formed by the mainland, and the water in it is as smooth as a mill pond. The anchorage is excellent, with good holding ground, on a bottom of black mud, near to two small islets at the head of the harbour. The harbour on the eastern side named by Capt. Duperrey, Port Lélé, from the name of an island found in it, is the most spacious; but, being situated on the windward side, it is difficult to get out sometimes, as there are no soundings in the entrance. This is the harbour, however, usually resorted to by American whalers.

The southern part of the island is surrounded by a chain of small coral islets, connected by reefs, forming a channel inside, through which this part of the island may be

traversed. There is a small harbour on the south side, named Port Lottin, by the French. The entrance is through a break in the above chain of islets.

The whole island from the sea to the mountain tops, with the exception of the highest, and most peaked summits, is covered with a thick and almost impassable forest. The shores are fronted with mangroves, growing in the salt water; and the villages are situated near the coast, amongst cocoa-nut, bread-fruit, bananaa, and other fruit trees.

The N.E. islet in Coquille Harbour, eis, according to Lieut. Raper, in lat. 5°21'18" N., long. 163°1' E.; and Mount Crozier [sic] is about the centre of the island, in lat. 5°19' N., long. 164°42' E.

H.M.S. Serpent, visited Strong Island, in January, 1853, and anchored in the southern part of Port Lélé, about two cable's length from the shore, off the watering place. Capt. Hammet says, the principal chief, who is named King George, is a fine-looking man, apparently between thirty and forty years of age, and spoke tolerable English. He found a Mr. Snow, an American Missionary, with his wife, living on the island. The king had been a house for him, and given him some land. He had been there five months, and had been well treated.¹

...
He considered the population to be about 1,200. It was formerly more, but a great part have died from diseases introduced by the whalers, and which they have no means of curing.

They procured a few pigs at six cents per pound for the carcass, plenty of taro, bread-fruit, cocoa-nuts, and yams; there were fowls, but they had all run wild.

The king confessed that two vessels had been captured at this island. One, supposed to be the brig **Waverley**, sixteen years ago, in Port Lélé; the crew all murdered, and the vessel burnt. The other was the **Harriet**; she was captured in Coquille Harbour, about five years previous to the Serpent's visit; she was burnt likewise, and her crew murdered. Capt. Hammet also learned that Capt. Hussey, an American, formerly a resident on Strong Island, had been murdered off Sydenham Island, about a month previously, by a native of Oahu, as he was on a voyage to recover some money from a wreck at the Pescadores; also that Capt. Lewis, of the **Boy of Warren**, had been murdered, eighteen months before, at MacAskill Islands.

On leaving Port Lélé, they stood round the southern part of the island, and had a look at the south harbour. It appeared small, but well sheltered, and easy of ingress or egress, with the prevailing wind.

MCASKILL IANDS [Pingelap] consist of three low coral islands, covered with cocoa-nut trees, and connected by coral reefs; visible about thirteen miles from the deck. Lieut. Raper places the S. one in lat. 6°13' N., long. 160°47' E. They are uninhabited by a fine race, of a light copper complexion, but are not to be trusted, and should be dealt with very cautiously. Cocoa-nuts and fowls can be procured here.

1 Voyage of H.M.S. Serpent, Nautical Magazine, 1854, pp. 192-193. Ed. comment: See Doc. 1852Q.

WELLINGTON, or DUPERREY ISLES [Mokil], consist of three low coral islands, covered with cocoa-nut trees, and connected by coral reefs. They are three miles in extent N.N.E. and S.S.W.; and the S. island is in lat. 6°38' N., long. 159°49' E. according to Lieut. Raper's Table.

Capt. Hammet, of **H.M.S. Serpent**, visited this group in January, 1853, and found an American, named Lucien Huntington, living on one of the islands, which he had purchased from the natives; and an Englishman, named James Walker, living with him. The population at this time amounted only to ninety, including men, women, and children. They were unared, quiet, and inoffensive, and completely under the control of Huntington. He has a flagstaff by his house, on which he hoists a flag, to attract passing ships. The **Serpent** procured some pigs, fowls, turtle, and taro from him at a reasonable price. The only wood on the island is the cocoa-nut tree, and they have no other but rain water.

ASCENSION ISLAND, or BONABE [Pohnpei], discovered in 1828 by Capt Lutke, Russian Navy, is fifteen miles in extent, in a east and west direction. The centre is mountainous, of which the summit is 2,861 feet in height; and it is more or less hilly from that to the shore all around. The coast is fronted with mangroves, growing in the salt water, which form an impenetrable barrier eto boats landing, except in the rivers, and other small canals, formed amongst them by nature. Many of these are so narrow as scarcely to admit of oars to be used. It is surrounded by a barrier reef, on which a number of small islands are situated; and on the north part there are some high islands, between the barrier and the shore.

Bonabe is possessed of some good harbours. The one most resorted to by American whalers is on the S.S.W. side of the island. It is called Roan Kiddi, and forms a snug basin, where a ship can lie as safe as in a dock. The entrance, however, is very narrow and intricate; the narrows, for about 200 yards, being only 40 fathoms wide. The outer entrance is between the two small woody island named Nahlap, and a sandy islet with bushes on it, situated on the reef, to the eastward of the former. The channel is four cables wide, between little Nahlap and the Sandy Islet. The largest, Nahlap Island, is 2-1/2 cables in length N. and S., and the inner one, two-thirds of a cable in extent. The Sandy Islet, on the starboard hand going in, is ablut three-quarters of a cable in length. The distance from the distance to the narrows is nearly a mile N. and S. (true) midchannel. In entering, the elbow of the barrier reef to the southward of the sandy islet, should have a berth of 1-1/2 cables, as a coral spit extends from it some distance. In the middle of he outer bight or harbour, the depth is 45 fathoms, decreasing gradually toward the narrows, where it ranges from 10 to 15. A detached sunken rock, with only four feet on it, lies in the outer entrance of the narrows. This must be left on the port hand going in. The course through the narrows is NW 1/2 W (true). When inside, the water deepens to 20 to 25 fathoms, and then gradually shoals to the anchorage of the basin. The harbour or basin is seven cables in length, N. by E. and S. by W (true); and between the narrowest part of the reefs which form it, 1-1/2 cables in width. The best anchorage is

at its head, in 7 or 8 fathoms, where the port has a diameter of two cable each way, without going under 5 fathoms. The reefs which form this harbour, dry at low water, spring tides on each side, and at the head of the basin.

The entrance to Road Kiddi river, where an abundance of excellent wood and water can be produced, is about a quarter of a mile from the head of the harbour. It is high water in the river at F. and C., at 4th, rise and fall, 5-1/2 feet. The variation in 1839, was 9°45' E.

The anchorage at the head of Roan Kiddi Harbour is in lat. 6°48'30" N., and in long. 158°13' E., measured back from Saipan, in a run of five days, in March, 1853, supposing the north end of Saipan to be in long. 145°50' E., according to Lieut Raper. I consider this longitude to be pretty correct, as it agrees with former admeasurements.

No person should attempt to enter this harbour without a pilot. As a number of Europeans are living on the island, there will be no difficulty in procuring one; but there are two men, if still there, which I can recommend, as being the most experienced and trustworthy. The one is Mr. Louis Corgato, and the other James Hadley. When I visited Bonabe, in March, 1853, they were both living together on the island of Mudok. This island is high, and is only separated from the mainland by a narrow channel. It may easily be known by a remarkable rock above it, on the slope of the mountain, resembling a tower or sentry-box, and being on the S.S.E. or S.E. part of the island.

Another small harbour—now much used by whalers, on account of being able to sail in and out with the prevailing N.E. wind—is on the east side of the island, and is called Lord [Lohd]. The entrance is through a break in the reef, and the anchorage between that and the mangroves which front the shore.

There is another harbour in the N.W. part of the island, in front of the high perpendicular cliff which terminates the island of Jokoits to the N.W. The entrance is through an opening in the barrier, about two cables wide, but the water inside is very deep, from 25 to 30 fathoms.

On the N.E. part of the island is Metalanim Harbour. The entrance is on the north side of the island of Nah, but the channel is contracted by sunken rocks, and the wind blowing right in, renders it not only difficult, but dangerous, to get out of. The **Falcon** whaler was wrecked in attempting to beat out, in 1836, after having been three months windbound. This harbour is formed by the mainland, and is in the form of a horseshoe. The channel which leads to it runs in about S.W. It may easily be known by a remarkable spire, or sugar-loaf, which is situated on the north shore, within the harbour.

There are one or two other openings through the barrier, at other parts of the island, leading to good anchorage inside, but they have never been resorted to by whalers.

Ships passing to the northward of this island, should give it a wide berth, as the barrier reef extends a considerable distance from the shore. The island of Tabak, which is high, lies between the barrier, and the main, on the north side.

The natives of Bonabe, who are in general a fine-looking race, and of a light copper complexion, are very friendly and hospitable to Europeans. In 1853, here were two American missionaries, with their families, living at Roan Kiddi.

The ANT ISLANDS lie to the S.W. of Bonabe, and are distant from Kiddi Harbour about twelve miles. They form a group of at least seven low coral islands, of different sizes, as I counted that number, in March, 1853. They are covered with cocoa-nut, bread-fruit, and other trees, and are connected by coral reefs, forming a lagoon inside, with a passage between the two largest islands, on the S.E. side, leading into it.

The lagoon is somewhat of a regular form, and at least six miles in diameter, in a N.E. and S.W. direction. The islands occupy the S.E. half of the circle.

The N.W. semicircle is only a reef. These islands belong to the Kiddi tribe. They have no permanent inhabitants, but are frequently resorted to during the turtle season, from May till September, and are visited at other times for supplies of cocoa-nut and bread-fruit.

The channels between these islands and the barrier reef which surround Bonabe, is at least five miles wide, and clear of danger; but a ship is apt to get becalmed in it, with a strong N.E. trade, as the high land of Bonabe intercepts the regular course of the wind. I experienced this, in March, 1853, as I lay four hours becalmed in the passage, although a strong breeze was blowing outside; and when the regular wind set in, in the afternoon, it was so far northwely as to oblige me to beat through.

The northernmost island is in lat. $6^{\circ}49'$ N., long. $158^{\circ}1'$ E.; the E. extreme in $6^{\circ}47'$ N., long. $158^{\circ}1'30''$ E.; and the S. extreme in lat. $6^{\circ}43'$ N., long. $157^{\circ}8'$ E.

PAKEEN [Pakin] is the only other group near the island of Bonabel It bears from the remarkable cliff of Joquoits W. $1/2$ S., distant about twenty-two miles; and from Roan Kiddi Harbour, N. 58° W. (true), twenty-seven miles. Its centre is situated in lat. $7^{\circ}2'30''$ N., long. $157^{\circ}50'$ E., measured from Kiddi Harbour. The group is composed of eight coral islets, connected by reefs, which form a lagoon inside; but there is no passage leading to it. Three of the islets are very small; but they are all covered with cocoa-nut, and other trees, except the one nearest to the westernmost island, which is merely a sand-bank, covered with brushwood. The group is of a semicircular form. The islands are situated on the convex, or N.E. side of the lagoon. The S.W. side is merely a reef, which connects the N.W. and S.E. islands. They bear from each other N.W. by W. $1/2$ W., and S.E. by E. $1/2$ E., distant four miles. The group is five miles in length in this direction, and about three miles in breadth, N.E. and S.W. The S.E. and N.W. islands are the largest. The westernmost only is inhabited. A Bonabe chief and his family lives on it.

NUTTECK or RAVEN [Ngatik] ISLANDS, discovered in 1773, is a group of eight low coral islands, with cocoa-nut and other trees, and connected by coral reefs, forming a lagoon inside. The group is of a triangular shape. The south side is ten miles in extent, in a N.E. by E. and S.W. by W. direction, with an island at each angle; and another about three miles to the westward of the easternmost. The north point has an island on it, and the others are situated on the sides. The reef trends N.W. from the eastern extremity, and N. by E. from the western, coming to a point at the north island. The

westernmost is the only one that is inhabited. Some years ago, there were four Englishmen and about twenty Bonabe natives living on it. They rear pigs and fowls for the supply of whalers. The west island is in lat. $5^{\circ}41'$ N., long. $157^{\circ}14'$ E.

The master of the **Brougham** whaler reports an opening in the reef, between the west and north islands; with this exception, there is no passage to the lagoon

GREENWICH ISLAND [Kapingamarangi] is inserted in Arrowsmith's chart, in lat. 1° N., long. $154^{\circ}30'$ E.; and a reef in lat. $2^{\circ}25'$ N., long. $153^{\circ}48'$ E.

MONTEVERDE ISLANDS [Nukuoro], discovered in 1806, were seen by Capt. R. L. Hunter, December 10, 1840. He made the centre in lat. $3^{\circ}52'$ N., long $154^{\circ}56'$ E. They form a group of small, low islands, covered with cocoa-nut and other trees, and connected by a reef, forming a lagoon inside. The whole group is only about twelve or fourteen miles in circumference. They are well inhabited, by a fine, handsome, race who are above the mean stature, and resemble the natives of the Navigator [Samoa] Islands in appearance. Their canoes are neat, and capable of carrying twelve men.¹

MORTLOCK ISLANDS, or YOUNG WILLIAM GROUP, were discovered by Capt. Mortlock, of the ship **Young William**, in 1795. He passed along the south side, and supposed it to be only one group; but Capt. Lutke, of the Russian navy, who examined a number of the Caroline Islands in 1828, found it to consist of three distinct groups.

The easternmost is named Lugunor. This group is about seven miles in extent, E. and W.; and consists of a number of low coral islands, covered with cocoa-nut, bread-fruit, and other trees, connected by coral reefs, forming a lagoon inside, into which there is passage leading to an excellent harbour, at its eastern angle, named Port Chamisso, formed by the island of Lugunor, which is long, narrow, and in the form of a horseshoe.

The entrance of Port Chamisso is in lat. $5^{\circ}29'18''$ N., long. $153^{\circ}50'$ E. Capt. Lutke's longitude of this port is $153^{\circ}58'$ E.; but I have reduced it eight miles, as if the north end of Saipan, which is placed in Lieut. Raper's table in $145^{\circ}45'$ E. is correct. Capt. Lutke's longitudes are eight miles too far east. This correction agrees with former admeasurements from the Pellew Islands, to this group, the Raven Islands, and Bonabe.

Satoang [Satawan] is the westernmost and largest group. It consists of a great number of low coral islands, covered with cocoa-nut, bread-fruit, and other trees, varying in size from half a mile to six or seven miles in length, connected by coral reefs, forming a very large lagoon inside. The islands are all situated on the barrier reef, and the group is somewhat of a circular form. Its greatest diameter is from sixteen to eighteen miles, in a N.W. and S.E. direction, it cannot be less than twelve miles, as I could not see the islands on the opposite side, from the anchorage within the reef at the S.W. part. This group, may, therefore, be supposed to have a circumference of about fifty miles. The

¹ Nautical Magazine, 1841, p. 744.

greatest number of islands are on the east side, and the two largest on the south, and S.S.E. part of the group. They are each, I should suppose, about seven miles in length, but not more than half a mile in breadth. There is a good passage through the reef at the S.W. part of the group, between the west point of the westernmost large island on the south side, and a small woody islet which lies to the N.W. of it. The passage is near the small istet, and anchorage, in 20 fathoms, will be found about half a mile to the N.N.E. of it. There are some coral patches within the entrance, but they can always be seen and avoided.

The N.W., or westernmost extreme of this group, is in lat. $5^{\circ}27'$ N., long. $153^{\circ}27'$; and the south extreme in lat. $5^{\circ}16'$ N., long. $153^{\circ}40'$ E.

Etal is the smallest, and southernmost group. It consists of several low coral islands and islets, thickly wooded, connected by reefs, forming a lagoon inside, and is about ten or twelve miles in circumference. The channel between it and Satoang is about five miles wide, and clear of danger. The centre of the group is situated in lat. $5^{\circ}38'$ N., long. $153^{\circ}34'$ E.

These islands are well inhabited, by an able-bodied race, of a light complexion. Strangers should be very cautious in holding intercourse with them, as they are not to be trusted, no matter how friendly they may appear. Under no consideration should any of them be allowed on deck.

NAMOLOUK or HASHMY GROUP, consists of five low coral islands, covered with cocoa-nut and other trees, and connected by coral reefs, forming a lagoon inside. The group is about twelve or fifteen miles in circumference; and the centre is situated in lat. $5^{\circ}48'$ N., long. $153^{\circ}8'$ E. There is apparently no passage lead into the lagoon. The reef is safe to approach, all round. The islands are inhabited by an able-bodied race, who, although wearing the mask of friendship, are by no means to be trusted.

BORDELAISE ISLAND [Oroluk] is a small, low island, about a half a mile in length, covered with trees, and situated on the west extreme of a very extensive lagoon reef, which extends fifteen miles to S.E. and E.S.E. of the island. The island cannot be read from the S.E. part of the reef. Another small island, apparently on the same reef, seen by **H.M.S. Vestal** in 1844, lies E.N.E. nine miles from Bordelaise Island. The westernmost, or Bordelaise, is in lat. $7^{\circ}38'$ N., long. $155^{\circ}5'$ E.; ships passing it to the eastward should give it a wide berth, as that side is very imperfectly known; and, during the strength of the N.E. trade, an allowance of twenty or twenty-four miles a day should be made for a W.S.W. current.

A DANGEROUS REEF was seen by Capt. Wishart, of the **Countess of Minto**, in lat. $8^{\circ}10'$ N., long. $154^{\circ}34'$ E., on the 3rd of January, 1842. It was dry in some places, more particularly the north part, and appeared to extend in a N.W. and S.E. direction.¹

1 Nautical Magazine, 1843, p. 131.

DUNKIN REEF, seen by Capt. Dunkin, in 1824, is placed in Mr. Arrowsmith's chart as a very extensive shoal, and its south end in lat. $8^{\circ}54'$ N., long. 154° E. It may probably be connected to a group of small islands, named Oroloug, which are supposed to lie to the N.E. of Mourileu Group.

SAN RAFAEL ISLAND, discovered in 1806, is small, and in lat. $7^{\circ}18'$ N., long. $153^{\circ}54'$ E.

D'URVILLE or LOUSAPPE ISLES [Lusap], consist of three, small, low islands, covered with cocoa-nut trees, and connected by a reef, situated, according to Lieut. Raper, in lat. $7^{\circ}4'$ N., long. $153,16754'$ E.

HALL ISLANDS, consist of two groups. Mourilleu, the northeasternmost, is composed of a number of small, low, coral islands, connected by reefs, wooded and inhabited. The group is twenty-one miles in extent E.N.E. and W.S.W., and the eastern extreme is lat. $8^{\circ}42'$ N., long. $152^{\circ}26'$ E., according to Lieut. Raper's Table.

Namolipifian, the southwesternmost group, consists also of small, low coral islands, connected by reefs, forming a lagoon inside, with a passage on the south side of the group leading to it. These islands are inhabited; and the group is fifteen miles in extent N.W. and S.W. The south extreme is in lat. $8^{\circ}25'$ N., long. $151^{\circ}49'$ E., according to the above authority.

LUTKE ISLAND or EAST FAYEOU, is a low coral island, covered with cocoa-nut and other trees, and only three-quarters of a mile in extent. It is surrounded by a reef, and in lat. $8^{\circ}33'$ N., long. $151^{\circ}26'$ E., according to Lieut. Raper.

LUTKE ISLANDS, or NAMOUNOUITO GROUP, is of a triangular shape, the base, which is to the southward, being forty-five miles in extent E. and W. It consists of eight islands; five of which are situated on the N.E. side; two on the north end; and the other on the western angle. They are more or less connected by reefs; but on the western side, it is in some parts, merely a sunken barrier. The islands are inhabited; and situated as follows, according to Lieut. Raper's table:—Piserarr, the easternmost island, in lat. $8^{\circ}34'$ N., long. $150^{\circ}32'$ E.; the west extreme, or Onoune Island, in lat. $8^{\circ}36'$ N., long. $149^{\circ}52'$ E.; and the north extreme, or Maghir Island, in lat. $8^{\circ}59'$ N., long. $150^{\circ}16'$ E.

HOGOLEU [Chuuk] is the most extensive group in the Carolines. It is forty-five miles in extent N.N.W. and S.S.E., and is composed of four or five large islands, situated in the lagoon, and a great number of small, low, coral ones scattered along the barrier reef which surrounds the whole group. There are several passages leading to the lagoon with anchorage within the reefs, and near the shore at the large islands. In sailing through the lagoon a careful mast-head look-out is indispensable, as there are many coral

patches in it. The large islands are thickly inhabited, by a light copper-complexioned race, who are treacherous and untrustworthy. A schooner had six of her crew killed, and several wounded, from an attack by the natives, at the southernmost large island, in 1844. Merchant ships passing near this group should be particularly on their guard, and hold no intercourse with the natives, except in a case of necessity; indeed, the whole Caroline Islanders are more or less hostile and treacherous, provided they see a favorable opportunity, with the exception of the inhabitants of Bonabe, who may be safely trusted.

The following positions of the islands on the extremes of this group, are, according to Lieut. Raper's Table:—

Pis Island, the north extreme, in lat. 7°43' N., long. 151°46' E. The eastern extreme—three islets, lat. 7°20' N., long. 152°20' E. Torres Island, the western extreme, in lat. 7°20' N., long. 151°24' E. Tsis Island, which is three quarters of a mile in extent, covered with cocoa-nut trees and other wood, has anchorage to the N.W. of it, and plenty of fresh water can be procured on the north side. Its north point is in lat. 7°18' N., long. 151°49' E. The southernmost islet, or south extreme, is in lat. 6°58' N., long. 151°58' E.

The ROYALIST ISLANDS are a group of low coral islands, surrounded by reefs, and covered with wood. As they are not inserted in Lieut. Raper's Table, it appears doubtful whether they form a distinct group, or are merely the S.E. extreme of Hogoleu. I passed seven or eight miles to the eastward of them, coming from the northward in October, 1844; but it being near sunset when I sighted them, I was unable to state this. They certainly appeared to me to be a distinct group, as no part of Hogoleu was visible; and the position assigned them in Norie's Chart agreed with my Dead Reckoning; namely, lat. 6°47' N., long. 152°8' E. This position, however, requires confirmation.

MARTYR'S ISLANDS [Pulap] form a group of three small, low islands, covered with cocoa-nut and other trees, and surrounded by coral reefs. They are inhabited by a treacherous race. The group, according to Lieut. Raper, is seven miles in extent, N. and S. The north island, Ollap, in lat. 7°37' N., long. 149°31' E.; and the south island, Tamatam, in lat. 7°32' N., long. 149°30' E. The west island is named Fanadick. The above positions have not been well determined, as indicated by the symbol attached to each island.

ENDERBY ISLES [Puluwat] consist of two low coral islands, covered with cocoa-nut trees, and inhabited. A coral bank, with 7 fathoms on it, extends six miles from the N.W. island in a N.N.W. direction. The islands are named Alet and Pulowat. The latter, which is the S.E. one, is in lat. 7°19' N., long. 149°18' E., according to Lieut. Raper.

PULOSOUK [Pulusuk] is a low coral island, about two miles in length, N. and S., surrounded by a fringe reef, thickly wooded, and inhabited. Lieut. Raper places it in lat. 6°40' N., long. 149°16' E. I was told by the master of a whaler some years ago, that a coral bank, with irregular soundings of from 10 to 30 fathoms, extends from this island

to the N.W., for a considerable distance, and terminates in a dangerous reef. The only idea he could give of the distance, was, when abreast of the reef, the trees on Pulosouk were just visible from the toposail yard. This danger requires confirmation; but ships passing should be on their guard, and keep a good look-out.

A **BANK**, seen by the **Paz**, in 1819, lies to the eastward of Pulosouk, in about lat. 6°40' N., long. 149°40' E., according to Lieut. Raper. It may probably be connected with the following:—

A **SHOAL**, apparently dangerous, was discovered by Capt. Irons, of the barque **Lady Elgin**, November 22nd, 1854. The following is his account of it in the *Nautical Magazine*, 11855, p. 278:—"At 2h. 5m. P.M., running five miles per hour, the ship suddenly came on shoal water; the bottom was distinctly seen (sand and coral), sounded, and found 10 fathoms. Altered the course to S.S.W., and found the water shoaled to 7-1/2; then hauled to N.N.W., and carried 7-1/2 fathoms about a mile or a mile and a half; when broken water was seen bearing N., and clear water bearing W. Altered the course to W. by N., and deepened the water to 8-1/2 fathoms. All this time the bottom was so clearly seen as to discover the fish close to the sand, and sharks in great numbers. At about 2n. 45m., the water deepened to 10 fathoms; at 3 P.M. no bottom."

"At noon the latitude, by good observations, was 6°19' N.; long., by two chronometers, 149°38'30" E.; two hours run from noon at miles per hour; course W. by S., 4° easterly, variation by azimuth and amplitude, places that part of the shoal in lat. 6°18' N., long. 149°28'30" E."

A coral shoal, with 13 fathoms on it, is placed in Norie's chart of 1854, in lat. 3°55' N., long. 149°30' E.

IANTHE SHOAL is a dangerous coral shoal, half a mile in extent, with only 8 feet water on it, situated in lat. 5°53' N., long. 145°39' E., according to Lieut. Raper.

SATAHOUAL, or **TUCKER ISLAND**,¹ is a low coral island, one mile in extent, covered in cocoa-nut and other trees, and uninhabited. It is surrounded by a fringe reef, but it does not extend any distance from the shore. The island is in lat. 7°23' N., long. 147°16' E., according to Lieut. Raper's Table.

BIGALI, or **COQUILLE ISLAND**, is a small, low, coral islet, one-third of a mile in extent, surrounded by a reef, covered with cocoa-nut and other trees, and situated in lat. 8°7' N., long. 147°44' E., according to the above authority.

LYDIA ISLAND is, according to Lieut. Raper, in lat. 8°28' N., long. 147°14' E.; position doubtful.

1 Ed. note: Satawal is also named Tucker Island, because a sailor by that name deserted from the ship *Duff*, Captain Wilson, in 1797.

ORAITILIPOU BANK, said to have 15 fathoms on it, is in lat. 8°6' N., long. 147°15' E.

WEST FAYEOU ILET is small and low, situated on the middle of a reef, five miles in extent, E.N.E. and W.S.W. The islet is covered with wood, and in lat. 8°3' N., long. 146°50' E., according to Lieut Raper.

SWEDE ISLANDS consist—according to the above authority—of two groups. Namouorek Isles, the easternmost, are six in number, two leagues in extent, E.S.E. and W.N.W, and the S. and E. islet is in lat. 7°27' N., long. 146°31' E. Elato Isles—the westernmost group—is two leagues in extent, N. and S., and in lat. 7°30' N., long. 146°19' E. Both groups are inhabited, and are probably lagoon islands.

OLIMAROA ISLES are small and low, surrounded by a reef, and about two miles in extent N.E. and S.W., wooded and inhabited. The N.E. islet is in lat. 7°44' N., long. 145°57' E., according to Lieut. Raper.

FAROILEP consists of three small, low islets, wooded and inhabited, and surrounded by a reef forming a lagoon inside. The group is two miles in extent, and the S. point in lat. 8°35' N., long. 144°36' E., by Lieut. Raper's Table.

GRIMES' ISLAND—discovered by Capt. Grimes, in a Sydney whaler, a number of years ago—is said to be six miles in circumference, and in lat. 9°16' N., long. 145°43' E.¹

EVALOUK [Ifaluk], or WILSON ISLES, consists of three low coral islands, covered with cocoa-nut and bread-fruit trees, and connected by a reef forming a lagoon inside. The two easternmost and largest islands are inhabited. The group is five or six miles in circumference, including the reefs; and there is a boat passage leading to the lagoon, on the south side, between the two southern islands. The S.W. extreme is, according to Lieut. Raper, in lat. 7°14' N., long. 144°30' E. The two eastern islands are inhabited.

OULLEAY [Woleai] is a group of thirteen low coral islands, of different sizes, covered with cocoa-nut, bread-fruit, and other trees. The group is six miles in extent E. and W., and less in a north and south direction. There is a harbour in the east part fit for large vessels. The passage leading to it is in the S.E. side, where there is a wide opening; but there is only five fathoms on the bar or sunken barrier. The depth inside is from 8 to 10 fathoms. The S. point of the easternmost, or Raour Island, is in lat. 7°20' N., long. 143°57' E.; and the S.W. extreme, or Felalisse Island, is in lat. 7°19' N., long. 143°53' E., according to Lieut. Raper. This group is well inhabited by a light copper-complexioned race, who, although friendly in appearance, should not be trusted. Their weapons

¹ Nautical Magazine, 1852, p. 621.

consist of Spanish knives, spears, clubs, slings, and stones. Their canoes are similar in shape to the proa of the Marianne Islands. They perform voyages to Guam, and the other Caroline islands in them. Their food consists of cocoa-nuts, bread-fruit, taro, banana, sugar-cane, and fish. Ships holding intercourse with these natives should not allow any of them on deck.

EOURUPIG [Euripik], or KAMA ILES, consist of two small, low coral islets. The lagoon is of an oval shape; and its greatest diameter is 2-1/2 miles in an E.S.E. and W.N.W. direction. The easternmost island is inhabited. They are wooded, similar to the other low coral islands. The E. point is, according to Lieut. Raper, in lat. 6°40' N., long. 143°11' E.

PHILIP ISLANDS [Sorol], discovered by Capt. Hunter, R.N., July 14, 1791, consist of two islands which appeared to be connected by a reef. The westernmost is the smallest, and they are about five miles distant from each other. If they are connected, the reef may probably form a lagoon. They are low, wooded, and inhabited.¹ Lieut. Raper places the S.E. part in lat. 8°6' N., long. 140°52' E.

FEYS [Fais], or TROMELIN ISLE, is, according to the above authority, one mile in extent, low, thickly wooded, has no lagoon, no anchorage, and bad landing, situated in lat. 9°46' N., long. 140°35' E. It is inhabited.

OULIOUTHY [Uluthi], or MCKENZIE ISLANDS, are, according to Lieut Raper, seven leagues in extent, N.W. and S.E. The group is composed of a great number of low coral islands, thickly wooded, and more or less connected by reefs, forming a lagoon inside, with passages leading to it between the islands. The inhabitants, who are very numerous, are similar in appearance to the natives of the Caroline Islands to the eastward, with the exception of having their teeth discoloured from the use of betel-nut. A coral banak is said to extend from the group to the S.E. for a considerable distance; but it has not been ascertained whether it is dangerous or not. Capt. Wilkes had this group examined by one of the tenders of the United States Exploring Expedition, and places the eastern extreme in lat. 10°8' N., long. 139°55' E.; and the W. extreme in lat. 10°3' N., long. 139°37' E.

HUNTER'S REEF, is a narrow, coral shoal, seen by Capt. Hunter, in the **Waakzameydt**, July 17 1791. At 4 P.M., when Yap bore S. by W 3/4 W. eight leagues, rocks were seen under the bottom; they immediately sounded, and had 15 fathoms. The rocks appeared very large, with patches of white sand between them. In twenty minutes the water deepened, and no bottom was found at 40 fathoms. The coral ridge appeared to be about half a mile in breadth; and was seen from the mast-head to stretch to the south-

¹ Hunter's Historical Journal, p. 244.

wards towards Yap, and considerably to the northward of the ship. Although it is in great extent in a N.N.E. and S.S.W. direction, yet there did not appear to be any very shoal water upon it, as they saw neither break nor rippling which would indicate shoal water, and the swell was heavy enough to have caused a break on any dangerous spot.¹

YAP is, according to Lieut. Raper, three leagues in extent, north and south; but its greatest length is in a N.E. and S.W. direction. He places the S. point in lat. 9°25' N., long. 138°1' E. The island is surrounded by a coral reef, which extends from its southern end two or three miles; and more in a W.S.W. direction, from the S.W. point. It is possessed of an excellent harbour on the S.E. side, formed in an angle of the coast, by reefs. The entrance, which is through the reef, is about 200 yards wide, and can easily be made out from the mast-head when standing along the reef. When inside, the channel widens, and trends more to the northward. The anchorage at the head of the harbour, off the village of Tomal, is perfectly safe, the holding ground good, and the depth of water moderate.

The south part of the island is low, but it rises into hills towards the centre, which is moderately elevated. It is visible eight or nine leagues, and makes in three hummocks, which would lead a stranger passing to mistake it for three islands. There is very little wood inland. The shore in many places is lined with mangroves, and the low land between the villages, are covered with small wood. The cocoa-nut is very abundant, particularly on the southern part. The villages are situated near the shore amongst groves of cocoa-nut, bread-fruit, and betel-nut trees. In consequence of the scarcity of large timber, the natives get their proas built at the Pallou Islands, which they frequently visit.

The betel-nut tree is a beautiful slender palm, and grows amongst the cocoa-nut trees, which it resembles in appearance. The nuts are pulled before they are ripe, and are chewed with the usual condiments, lime and aromatic leaves, by both sexes. The natives are an able-bodied race, well formed, and of a light copper complexion. They are more advanced in civilization than any of the other Caroline Islanders; their villages being regularly laid out in streets, which are neatly paved. They have also well-constructed wharves and piers. Each village has a large paved square, where the chiefs assemble for consultation.

Their houses form an oblong square, and are well constructed. The roof is thatched with palm leaves, and the sides are covered in with wicker work.

The canoes and proas of these natives, are formed of planks sewn together. The bottom is formed like a wedge, and the keel being similar in shape to a crescent, they draw a good deal of water. Those in which they perform their voyages to the other islands, are of a larger size, rigged with a triangular sail; and generally have a hut built amidships on a platform. They are very weatherly, and sail exceedingly fast in smooth water.

Both sexes wear long hair, and tuk it up in the form of a knot, on one side of the head. The dress of the males, if such it may be called, is slovenly in the extreme. They

1 Hunter's Historical Journal, p. 245.

wear a narrow breech-cloth next them, and by way of improvement, a bunch of dyed bark fibres, dyed red, over which, the ends of which hang down to their knees, before and behind. The females are decently clad. Their dress consists of a petticoat, formed of long grass or banana fibres, braided on a string, and made wide enough to meet when tied round the body. When dressed, they wear several of these, one over the other, which forms a bushy petticoat. These dresses are dyed of various colours, and are worn of different lengths, the dress of the unmarried girl hardly reaching to the knee, while that of the married woman hangs down to the ankle. They wear hats formed of opalm leaves, similar in shape to those worn by the hinese. Many of the men are neatly tattooed on the breast, arms, and shoulders, but it does not appear to be much practised amongst the women.

The implements of warfare in use among these people, are knives, spears, clubs, sleings, and stones. The spears are made of hard-wood, jagged at the points, and are in consequence very dangerous weapons.

Their food consists of cocoa-nuts, of which they have an aundant supply, bread-fruit, bananas, taro, sugar-cane, fish, and turtle. eAt the north part of the island, they catch the turtle when small, and feed them in a pond until they reach their full growth.

The natives of Yap are cunning and treacherous, eand would not hesitate to cut off a vessel, provided they had a favourable opportunity. They captured a Manila brig in Tomal Harbour, about the year 1836, and murdered the whole of her crew, fifty in numbe, with the exception of one boy. They were only ten men on board when they made the attack, the remainder of the crew being distributed amongst the villages collecting biche de mer. The brig was dismantled and burnt. A Manila schooner was cut off about the same time at McKenzie [Uluthi] Group, and the whole of her crew murdered. She was also burnt. eThe greatest caution therefore is necessary in holding intercourse with these people.

MATELOTAS ISLES [Ngulu] consist of three small, low, coral islets, wooded, and connected by reefs, which are very extensive and dangerous. The south islet, which has cocoao-nut trees, and a few inhabitants on it, is in lat. 8°17' N., long. 137°33' E. From this to the N.E. Islet, which is in lat. 8°35' N., long. 137°40' E., the reef on the eastern side, is at some distance from the S. Islet, in detached patches, on which the sea does not break with a westerly wind. The reef extends six miles in a northerly direction from the N.E. islet; and its N. extreme is in lat. 8°41' N. The western islet, lies in a S.W. by W. direction from the N.E. one, and is also surrounded by dangerous reefs. Their extent to the west and north-west has not been ascertained, but they probably connect the islets. There is a passage on the N.W. side of the south islet, leading to the lagoon, but the anchorage inside, if any, would be very unsage. This is a most dangerous group, and should have a good berth in passing, particularly in heavy weather, or dark nights, as the islet cannot be seen above ten or eleven miles in clear daylight, and strong currents often prevail in their vicinity. The southern islet is safe to approach on the south side, as no hidden dangers exist.

THE PELEW, or more correctly, Pallou Islands, form a chain of islands and reefs twenty-nine leagues in extent, N.N.E. and S.S.W.

ANGOUR, the south-westernmost island, is four miles in extent N.E. and S.W. It is low, wooded, and inhabited. A fringe reef projects a short distance from the shore in some places, otherwise it is safe to approach. The centre is in lat. 6°54' N., long. 134°7' E. The channel between this island and Pelelew is five miles wide, and clear of danger.

PELELEW is eight miles in length N.N.E. and S.S.W., and about two miles in breadth. It is low, fertile, wooded, and inhabited. The south point is in about lat. 6°58' N., long. 134°13' E. A number of small islands lie to the N.E., and northward of it. Between the northeasternmost islet, and the reef which extends about 1-1/2 miles from the south point of Errakong, is a good passage, with 8 or 9 fathoms leading to safe anchorage to the N.W.

ERRAKONG is about four miles in length, N. by E. and S. y W. It is rocky and wooded, The south point is in lat 7°10' N., long. 134°23' E. Several small islets lie near its N.W. side.

URUKTHAPEL is a very irregular form. Its greatest extent is six miles N. and S. It is moderately elevated, bery rocky, and barren, but covered with wood. The eastern shore is cliffy. From its eastern high bluff, patches of reef extend to the southward, with good passages between, until about a mile to the southward of the north point of Errakong, where it becomes continuous, and follwoing the same direction, termeinates at the passage formed by it, and the N.E. islet above described. There is anchorage within this reef on the east side of Errakong, but it must be difficult to get out of with a N.E. wind. The N.W. side of Urukthpel, forms a bay, the shore of which is lined with small islets, and there are also several in a bay on its S.E. side. The passage between Urukthapel and Errakong is half a mile wide. The S. point of the former is in about lat. 7°13'30" N., long. 134°24' E. Urukthapel is not inhabited.

OROOLONG is about two miles in length, and lies about two miles to the W.N.W. of the W. point of Urukthapel. It is in lat. 7°18' N., long. about 134°19' E.

CORROR, on which Abba Thulle, the king, resides, is five miles in length W.N.E. and W.S.W.; and its greatest breadth, whiche is near the N.E. end, 2-1/2 miles. A long, narrow, rocky islandlies close to the S. side of Corror; and three others near its W. point. The southereasternmost of the three is named Malackan. It has a atolerably high peak, by which it can be distinguished when outside the reef. Between the rocky island above mentioned, and the N.E. part of Urukthapel is a good harbour. The entrance to it is through a narrow opening in the reef, or coral flat, which extends from Urukthapel, to the south angle of the rocky island. The depth of water in the channel is fom 10 to 5 fathoms. A coral patch loies within the passage; and one or two others in the outer part of the harbour. The best anchorage is close to the east side of Malackan, in 15 fathoms, where there is a small run of excellent fresh water. To the eastward of the bluff east point of Urukthapel, and fronting the passage to the above harbour, is a space nearly

five miles in length N.E. and S.W., where there is no reef, but merely a bank of soundings, extending about three miles from the shore, on which there is good anchorage. A ship may anchor in 13 fathoms with the following bearings, where she will have plenty of room to get under weigh with any wind:—Malackan Peak, N.N.W. 1/4 W.; the passage through the reef leading to Malackan Harbour, N.W. 1/2 N.; and the east entrance to Bablethouap, or islands which lie near it, N.E. 1/2 E. Inshore of this the water deepens to 20 fathoms. This anchorage is in about lat. 7°136' 0" [sic] N.

The channel between the south end of Bablethouap and Corror, is 1-1/2 miles wide, and is navigable from sea, round the east and north sides of Corror, to the King's village, near the western point, with a depth of from 10 to 25 fathoms in it; but on account of there being reef, which is ten miles in length N.E. and S.W., lying to the eastward of Corror, fronting the entrance, and several coral patches within this reef, it is too intricate a passage for a stranger to attempt. In Lieut. McCluer's plan, 1793 and 1794, published by the Admiralty, from which the islands are delineated on the charts, there appears to be good anchorage inside of this large reef, which he calls New Harbour; but Malackan Harbour is the best, and the only one which should be resorted to by trading vessels.

The island of Corror, although small, is the most important of the group, through its being the seat of government. The king and chiefs are most friendly and hospitable to foreigners, particularly to the English, who will receive every protection while within the limits of their jurisdiction. Abba Thulle, the king, nominally claims sovereignty over the whole group; but it is only by force of arms that he is able to uphold his supremacy. The inhabitants of the northern and eastern districts of Bablethouap do not acknowledge his authority, and are often at war with Corror. Vessels trading here should not dispose of firearms to any but the Corror people.

The Pallou natives are quite a distinct race from the Caroline Islanders. They are of a much darker complexion, less robust generally, and of smaller stature; but a great deal more intelligent, and polished in their manners.

BABELTHOUAP, the largest island of the group, is twenty-five miles in length, N.N.E. and S.S.W., and from ten to twelve miles in breadth. It is moderately elevated, more or less hilly, and presents a beautiful appearance, being interspersed with woods and lawns. The E. point is in lat. 7°41' N., long. 134°43' E. Three small islands lie near its north end; and an island of considerable length N. and S. (with rocky islets along its east side) lies on the S.E. side of the S. point, from which it is separated by a very narrow channel. The east side of Babelthouapa is fronted by a barrier reef, which commences at the S. point of the above island, and about a mile from the E. point of Corror. The long detached reef, which forms New Harbour, lies outside of this. The barrier trends along the coast in a N.E. direction to lat. 7°36' N., where its distance from the shore is about five miles; and from that to the northward of the eastern extremity, and in the same direction, is almost a straight line to Kyangle, where it terminates; but from Kosol Island, which is three miles to the southward of the Kyangle Isles, it is merely a sunken barrier, or bank of soundings.

KYANGLE, the northernmost of the Pallou Group, consists of four small low islands, surrounded by a reef. The largest is two miles in length, and in lat. 8°8' N., long. 134°35' E. A reef, with sandbanks on it, lies twelve miles to the N.W. of Kyangle.

The western side of the Pallou Group is surrounded by a very extensive barrier reef, which commences at the S.W. point of Pelelew, and trends about N. to lat. 7°37' N., where there is a large opening, or navigable channel, about thirteen miles from the west coast of Bablethouap. In lat. 7°30', the barrier is seventeen miles from the nearest land, according to Lieut. MacCluer's chart. From the opening it trends to the N.E. to Kyangle.

ST. ANDREW ISLANDS [Sonsorol] are two in number, connected and surrounded by a reef. They are low, thickly wooded, and inhabited, visible about twelve miles, and situated in lat. 5°20' N., long. 132°16' E.

PULO ANNA, or CURRANT ISLAND, is half a mile in extent, low, thickly wooded, and inhabited. It is surrounded by a reef which extends a mile from its west side. This island is visible about twelve miles, and is situated in lat. 4°38' N., long. 132°3' E.

MERIERE ISLAND is two miles in extent N. and S.; and from three-quarters to a mile in breadth. It is low, covered with cocoa-nut trees, and inhabited, visible about twelve miles, and situated in lat. 4°19' N., long. 132°28' E.

NEVILLE, or LORD NORTH ISLAND [Tobi], is 1-1/2 miles in extent E.S.E. and W.N.W. It is thickly wooded and inhabited. With the exception of a reef which projects from its east point, it is safe to approach. It is visible twelve miles, and in lat. 3°2' N., long. 131°4' E.

HELEN, or CARTERET SHOAL, is a dangerous reef, fifteen miles in extent N.E. and S.W., with a dry sandbank on it, on which there are two trees, about four miles from its northern extremity. The north point of the islet is in lat. 3° N., long. 131°55' E., according to Lieut. Raper.

ST. DAVID'S, or FREEWILL ISLANDS, consist of four low coral islands, covered with cocoa-nut and other trees, connected and surrounded by coral reefs, and well inhabited. The group is fifteen miles in extent N.N.E. and S.S.W. The centre is in lat. 055' N., long. 134°22' E.

...

1 Ed. note: The vocabularies of the Pohnpeian, Yapese, and Palauan languages have already been given as part of Doc. 1841R2, and the best part of them are also included in Volume 31 on Micronesian languages.

Documents 1853I

The Cleora, Captain Smith, visited Pohnpei

I1. Note from Dr. Gulick

Source: Article in The Friend, Honolulu, May 6, 1854.

Note: This news item was copied in Boston and New Bedford newspapers the following July.

New Sperm Whaling Ground.

“Let me mention,” writes Dr. Gulick from Ascension, “a fact which has recently come to hand. Capt. J. L. Smith of the **Cleora** entered the Bonatick Harbor on the 20th of July [1853], and left a few days since. He is just off a whaling cruise along the line between this and the Pelew Islands. It has not before been known that whales were to be found in that track in any numbers but he has been very successful. And the strong probability in that portion of the Pacific will during the next few years, be as much frequented by sperm whalers as the region about the Kingsmill Islands; and if it is that the Islands of the Caroline range will be frequently visited by them and become better known; and that our facilities for sending Missionaries upon almost all of them will be unlimited.”

I2. Notes from an anonymous logbook

Sources: Log 699 in the New Bedford Whaling Museum; Log Inv. 1108.

Notes: The Log Inv. by Sherman and Adams state that the log-keeper was John T. Randall, but they also state that the log ends on April 8, 1853; however, the voyage lasted until 1855, and a 2-page summary of it gives the following entries for July 1853 (see below). The log-keeper was a member of the Starboard Watch.

...
 [The officers were: Captain James L. Smith; the mates, Shubael Norton, L. M. Haskins, and James N. Chaghorn; the boat-steerers, David P. Hiller, and Henry M. Peakes; the Cooper, Edmund Jordan (or Gordon); the Steward, Charles H. S. Kempton; the Cook, Ebenezer Fedor Hassivez(?).]

...
 July 175h [1853]: Young Williams Isle [in Mortlocks] bore N dist. 20 miles. [Approximate position was then 05° N., 153° E.]

July 19th: Ascension [Pohnpei] Island bore N by E dist. 30 miles.

July 20th: Anchored at Ascension, 620 bbl. sperm OIL.

July 30th: Sailed from Ascension on a cruise with 75 bbls yams, 10 hogs for the same.

...

Oct. 13th: Put away for Port on account of worms in the Ship. [They went to the Island of Geby, Melanesia.]

...

December 25th: Sailed from Kema in company with Bark **Active**.

[Note: There is a pencil drawing of this bark included in the log at this point.]

...

Jan. 30th [1854]: St. David's [Mapia] Island bore NE dist. 4 miles. Took 2 small whales.

...

Documents 1853J

The shipwreck of the Sarah Mooers at Ngatik

J1. The narrative of John A. Lozee, as reported by Rev. Sturges

Source: Articles in The Friend, Honolulu, Nov. 1, 1860.

Note: There is also an anonymous account, Ms. 10436 in LaTrobe University Library, Victoria, Australia.

Singular Adventure in the Pacific.

Ponape, Feb. 14th, 1860.

Mr. Damon:

Perhaps you have not forgotten a letter from me, written in the early part of 1855, giving some facts respecting the wreck of the **Sarah Morse**, Capt. Woodberry,¹ and the melancholy fate of a Mr. and Mrs. Lozee, passengers on board. I have just received a letter from Mr. Lozee, whom we supposed perished at sea, and as it confirms the truth of the oft repeated saying, "truth is stranger than fiction," I have thought it might do good to publish it; if you think so, it is at your service. A few explanations are necessary.

Late in the autumn of 1853, I think November, (my journal of those days was burnt in my house,) the **Sarah Morse**, bound from Sydney to California, came into this port, having on board some sixty passengers. Among the passengers was a Mr. John Lozee and wife. He was from a whale ship in Australia. After some time, he set up business there as a painter; doing pretty well, he offered himself to an English lady keeping a fancy goods store, and the two united their fortunes. After a few years of success in business, Mr. Lozee yielded to the entreaties of friends, and set out with his wife and effects to return to his native place. The **Sarah Morse** lost her way, and after touching at various islands, reached here! Mr. Lozee came ashore, introduced himself, and we had the pleasure of having them in our family during the stay of the vessel in port. It

1 Ed. note: Rather the Sarah Mooers, Capt. Woodbury.

was the talk among the passengers that the plan was to get the vessel a snug berth on shore here, but for wise reasons the thing was deferred for Raven's [Ngatik] Island, and the thing was done up there most scientifically!

After some time, Mr. L. and a few others built a boat, and started for this island, hoping to get a ship to go there and remove the sufferers, such as wanted to be removed. As nothing was heard from Mr. FL. for many months, it was concluded he was lost, and his almost distracted wife went with the rest of the passengers on the first vessel that touched there, and after some time was landed in Guam, with only the clothes she stood in. The Governor treated her well, sent her to Manila, and from there she went to Hongkong. From thjere she wrote us several letters, almost crazed with the loss of her husband and her own destitute condition in the world. She visited the United States, and did everything to find her lost husband, but no tidings, and still she hoped on when almost any but a *woman* would have given up all hope.

The Rev. Mr. Sturges, writer of the foregoing letter, has forwarded us the following letter, giving a detailed narrative of the wanderings and adventures of Mr. Lozee.

Lost upon the ocean—Visit a Savage Island and attack of the inhabitants—Death of poor Brown—a Sailor's Prayer—Visit four small islands—Boat sail made of cocoanut leaves—Passage of 900 miles in twenty days in an opeon boat—Fell into the hands of Good Samaritans—Death of two companions—Embark with a native boy—Seven days at sea subsisting on two cocoanuts and two pints of water—Land upon a Savage Island among cannibals—Met by a friendly native, speaking English—Visit Sydney. &c.

Sydney, N. S. Wales, June 21, 1859.

Mr. Sturges,

Dear Sir:

You will doubtless be startled when you receive this letter, it coming from one who, according to all probabilities, had left this world behind, to try the realities of the next; but an overruling Providence ordered it otherwise—I was spared to grapple again with the world, and a cold and selfish world I found it. After three years' suffering, and enduring everything but death, I was landed in Sydney on the 17th of July, 1856, broken down in health and with not clothing enough to cover my body, without money, and ill at the time. I was hurried off to the Infirmary, where I lay nine weeks, and after leaving there, it was five months before I was able to do a day's work. By this you will see that if ever poor mortal suffered it was myself; but enough of this at present, you shall have more of it before the "wind-up," as the sailor would say.

Doubtless you have heard all the particulars of my leaving Raven's Island in company with a boat's crew for the purpose of going to Ascension to get assistance, as our ship had been wrecked, of which I suppose you know all the particulars, therefore I need not mention them.

I left my wife and fellow passengers Jan. 15th, 1854, with a light breeze, in hopes that we should sight Ascension by sundown, but how often a sunshiny morning turns out a rainy day; alas! it was so in our case, for about three o'clock the wind changed, and we headed within two points of our course. We continued on the course until dark, when the wind changed again and we were obliged to put the boat round on the other tack, which did not allow us to lay within six points of our course; to add to this, the night was very dark. The wind blowing a gale by this time, the sea was so rough that we were obliged to take in the sail, after which we drifted for an hour. The gale increasing every moment, at last we thought it advisable to try to get back to Raven's Island; we then put up sail and ran before the wind. It being thick and stormy and our boat running much faster than we had any idea of, before we hove to, (which was about three o'clock the next morning,) by the time it was daylight, I thiunk we had drifted by the Islands. It continued to blow all that day, and the weather so thick, that we could not take an observation until the next day, when we found ourselves forty miles to the leeward of Raven's Island, with a gale of wind and heavy sea against us. Well, we battled away with wind and waves for three days longer, and kept getting farther away, and no sign of the weather breaking. We then determined to make for a small group of islands called the Bordaliers,¹ but we were doomed to be disappointed again; the wind would not allow us to reach those islands, and we were obliged to land the seventh day after leaving Raven's Island. We landed about forty miles to the southward of the Bordaliers, on a small island where there was a party of native fishermen; one native could speak English.² We took this as a guarantee that they were not hostile natives. Being tired and worn out in the boat, we threw ourselves down to rest; but our rest was of short duration, for no sooner than we had closed our eyes than the natives began the work of murder; Capt. Brown received his death wound and died about an hour after the affray, and it was only by fighting like demons that any of us were left to tell the tale.

After we had succeeded in beating the natives off, we gained possession of our boat, but they had completely robbed us of all we had except what was on our backs—boat-sail, chart, compass, and sextant, with our provisions, with our provisions, were also taken. We only had our boat and oars to depend upon, and the wide ocean before us, with one man in the last agonies of death, and two more severely wounded and lying in the bottom of the boat. We then put to sea, one to steer the boat and two to pull, poor Brown breathing his last, and two more that I did not expect to live any length of time. In the fight with the natives, I only received one blow from them, which did not do much damage. I cannot tell how I escaped, for I was first and foremost, and in the thickest of it, the spears passed me in every direction. I did not think of trying to dodge their missiles, nor had I any fear, at the time, of being killed; all my fear that I recollect was, that they would get the boat and leave us no chance of escape. Two others and

1 Ed. note: That is, the Bordelaise, or Oroluk.

2 Ed. note: They were probably at Nama Island, although it is WSW of Oroluk..

myself succeeded in saving the boat, and we left the island about three o'clock in the afternoon; and about four the same afternoon we committed poor

"Brown's body to the deep. This was the most trying scene in my life. Poor Brown had his reason until a few moments of his last breath; he talked at times until he died. I had known Brown in New Zealand, but did not know anything respecting him or his wife and family until after he had received his death wound. He then told me that he had some difficulty with the wife's family, and that he had deserted wife and children and resolved to bury himself among the islands. He then told us how he had lived, and advised us all not to lead the life that he had led, for he said that he had sinned past redemption. He had only a few moments to live, and that time was too short for him to make his peace with God. I then told him that I had read that Christ had died to save sinners, and quoted several passages of Scripture to him; he then asked me to pray for him. This was a difficult task for me to perform, (one that had scarcely prayed for himself,) to be called upon by a dying man to pray. I was almost frightened to try, lest God should think it presumption, and in his wrath should strike me speechless, but being pressed by poor Brown I tried; I prayed that poor B.'s sins would be forgiven him; I prayed also that my sins might be forgiven me, and I did not stop there, I prayed for all. After I had finished praying, Brown conversed for a little, then a young man that was one of the sailors on board of the ship, prayed; and I never heard a better prayer addressed to the Throne of Grace. This young man had been a member of the Methodist Church for five years before leaving home, but bad company had led him the wrong road; he had not however forgotten the right track when difficulty overtook him. After this prayer, Brown talked a little, and we advised him to try and pray for himself; but his reply was, it was useless; yet the poor fellow did pray, only a few words were distinctly heard by any of us.

He died sitting upright between my knees, and the last words that the poor man uttered were these: "God have mercy, God have mercy on my poor soul!" He then opened his eyes, and his whole countenance was changed; he looked quite calm, and if one might judge, I should say that poor Brown had made his peace with God. He then looked around and leaned his head over on my lap and died. We buried him as I before stated, then we recommended ourselves to Almighty God, and got out of sight of the land as soon as we could.

We were three days and nights at sea when we came to four small islands, upon which we landed, thanking God for a place to rest ourselves.¹ We landed in the night, and laid down on the beach and slept until morning, when we made a survey of the island, and we found that it had been inhabited. There were about twenty native houses and several large canoe-sheds, but no natives. The island abounded with breadfruit, cocoanuts, taro, and bananas; it was likewise swarming with chickens. My trapping when a boy, was a great help to us now, for the chickens were as wild as hawks; so I set about mak-

1 Ed. note: There were perhaps on one of the islets of Losap or Namoluk, probably the former, whose inhabitants had fled, probably because their men had gone fishing to Nama.

ing some traps, and that day we sat down to the sweetest meal I think that any of us sat down to in our lifetime, for we had only fifteen small biscuits between five of us for four days.

We rested ourselves for several days, and then made a survey of the other two islands, where we found two natives, who gave us to understand that the people had gone to an island to the eastward, and would return again as soon as the breadfruit came in again. We then set about getting something to make a sail; therefore, we had to set our wits to work, and find something that would answer the purpose, and what do you think it was? I am sure that you would never guess, so I will tell you—it was the thin webbing that supports the limb of the cocoanut tree. You often see plenty of it on your walks in Ascension. I think that we had to destroy about a hundred of these trees to procure enough to complete a sail for our boat. Our sail was made something after the style of a patch-work quilt. We had to make it three-double, and stitch it through and through. There was not a single piece in the sail more than eight inches square, so you will see that this was work in earnest. We just got it done in time, for the natives came back and we were obliged to trust ourselves upon the sea again, and this apology of a sail carried us nine hundred miles in twenty-one days, and the first seven days at sea I think were as heavy weather as ever I witnessed in all my time at sea, but no accident happened to us. We subsisted on one cocoanut and half a pint of water each man per day.

We left the Caroline Group on the 24th of February, and landed on Sir Charles Hardy's Island¹ on the 20th of March, which made us twenty-one days and twenty-two nights on the water. By this time we were nearly done up, as they would say in my country. Our cocoanuts were nearly gone, and our water all gone, and this being the first land we had seen, we resolved to go ashore, for we knew in a short time we must perish at sea, or land and be murdered by the savages, and we chose the latter.

We recommended ourselves to the care of Almighty God, and put our boat before the wind, and went ashore amongst the thickest of the natives. We fully expected to be murdered, but were happily disappointed, for instead of falling into the hands of the Philistines, we fell into the hands of the good Samaritans, who took us in and fed us, and I shall always remember them with gratitude for their kindness to me and my fellow sufferers. These natives had never seen the face of a civilized man before; they had never seen an article of European manufacture before; a kind Providence cast us on these shores. They stripped us of our clothing, tore the garments in pieces, and divided them among the people; some had a trousers leg, others had a shirt sleeve, and others a piece as large as your hand, until it was all disposed of, and all these pieces were preserved as precious relics. The next ordeal was an operation that I was not at all partial to, that waws, the process of shaving; but they soon whipped the hair off of our heads and the beard from our faces. Their razors were in a bad condition, and where they shaved close they took skin and all, so that I decided they were bad barbers. Well,

1 Ed. note: According to Brigham's Index, this is Nissan in the Bismarck Archipelago.

the next process was to oil and paint us, and dress us after the fashion of the island. We were then as comical a looking set of fellows as you would see in a long march, painted red from the top of the head down to the hips, and a piece of bark, manufactured into a kind of tapa, which they girded around our loins; hung strings of whales' teeth around our necks, with sharks' teeth, in strings, around our arms, and a head-dress which is beyond my power to describe. I never saw but one thing that I could compare this head-dress to, and that is, an old hawk's nest; it was composed of sticks, feathers, grass and leaves, and this completed the dress. Five more ridiculous-looking objects could not, in my opinion, have been found in this world. I am sure there never were five sadder hearts than ours; we could not understand a word of their talk, and could not tell what they intended to do with us, but we soon discovered that it was all in kindness to us, for we were allowed to walk about as we pleased, and the best that was in the land was placed before us; but we were not allowed long to enjoy it, for the exposure so long in the boat, and a change of diet, soon brought us to the verge of the grave. We were all taken ill about the same time; two of our number died the two following months after landing; two of us recovered, but the other poor fellow did not, but gradually declined until the 15th of January, 1856. I was unconscious of everything for fourteen days. Previous to my sickness I had kept the day of the month by a string around my neck, and for every day I tied a knot; whilst I was ill another kept the time, and by this means we knew the day of the month. I had forgotten to tell you that they broke up our boat for the purpose of getting the nails and iron work, which was converted by us afterward into chisels and choppers, which they found very useful, for previously they used bones and shells for cutting purposes.

Nothing transpired on the island worthy of note from the 10th of May, 1854, up to the 12th of January, 1856, when I left the island in a canoe, in company with a native boy; the other white man that was well and hearty, had agreed to accompany me, but when the time came for leaving he was too much of a coward to trust himself to Old Neptune; and the other poor fellow was too weak to accompany me, although he begged hard to do so. The natives tried to persuade me to give it up, but I had got the King's consent, and he had given me one of his canoes, and I knew that this was the only plan to regain my liberty; and if God seconded my endeavors, I should in time reach a civilized country. The poor fellow that begged so hard to accompany me, died the next day after I left the island. Well, I must tire your patience a few moments longer by tracing me through what people call my mad adventure.

I left the island about eight o'clock in the morning, with a light wind. I had a sail, and the little canoe skipped along over Old Ocean's billows like a thing of life; but how often a sunshiny morning turns out a rainy day—it was so in this case. About three o'clock in the afternoon it became very squally, our little bark was upset, we lost our sail and all of our provisions except seven coconuts and two pints of water. The native boy and myself drifted by the side of the canoe, retaining each a paddle and bailer, until sundown, when the wind fell and the sea, in an hour's time, was as placid as a duck pond. We then commenced paddling our course to the southward, and on the 19th of

January we made land, and landed on the 20th, at sunrise. We made this passage with seven cocoanuts and two pints of water between the two of us. This was the toughest time I ever had, for I had nothing to shield me from the sun; I was literally blistered from head to foot, and at times quite delirious. It would be tedious to relate all the particulars that occurred when I landed among this strange people, but suffice it to say, that after a few native pranks in order to frighten me, they used me better, if anything, than those that I had just left. These poor natives had never seen a white man before, but they had heard of white men through one native who had drifted out to sea in company with five others that perished, and this one was saved by an English trading vessel, and was on board of different vessels for two years and a half. About a fortnight before I landed, the vessel that the native was on board of, passed in sight of this group, and he requested to be put on shore, that he might call his people together and tell them how kind the white people had been to him, and in all probability it was the means of saving my life, and that of the boy, for this race of men were man-eaters to the other, for I saw them eating the bodies of those taken in battle. The next day this native came fourteen miles to see me, but in a state of nudity, the same as all the others. I will leave you to judge what my feelings were when, after looking at me for a little, and my looking at some European beads he had around his body, he asked me, in good English, what I was looking at. My poor heart fairly leaped for joy. I then found that the native could speak English very well; he had left Sydney about a month, and the vessel had gone to the leeward, and was coming back again in four months. He then talked to the natives respecting their usage to me, and returned to his own island. The next day he sent me a pair of trousers, a blue shirt and a hat. I remained there until the 25th of April, when the trader returned, and I had the pleasure of again setting my foot on board of a seaworthy craft. I took the native boy with me, and induced the Captain to go back to the island that I had left, to take the boy home, and bring away the white man that had refused to accompany me in the canoe; and from there, we visited many islands, and on the 16th of July, 1856, we arrived in Sydney, and, as I stated at the commencement of my letter, homeless and friendless; but thanks to Providence, the sun begins to shine again. After remaining here some twelve months before I received any tidings from my dear wife, after writing to America, I found she had gone to China; then another delay of four months before I could get word from her, and then, to crown all, it was eighteen months before we were permitted to enjoy one another's society. She joined me about twelve months ago, and we were both very thankful that God had permitted us, after so many severe trials, to be joined together again on this earth.

We have bought us a place of our own, about three miles from the centre of the city, and I have begun business for myself again, and trust, if my health lasts, to do something yet. We are both in very good health at present, but I am a long way off from the man that I was when you saw me in Ascension. My sufferings have made an inroad on my constitution; it has made me look about ten years older than I am.

...

Now I thank you for your kindness, and the trouble you must have taken in trying to recover my wife's property left at Raven's Island. The writing desk you so kindly forwarded to China, she received.

...

Present my best wishes to Mr. Gulick. Remember me to Mr. and Mrs. Snow, of Strong's Island.

...

Yours, from
John A. Lozee.

J2. Letter of Rev. Sturges, undated

Source: Article in The Friend, Honolulu, Nov. 1, 1860.

“What a Mystery of Crime is this Pacific Ocean.”

We copy this remark from the letter of the Rev. A. A. Sturges, the Missionary of Ascension, from whose valuable correspondence we make so many extracts. He furnishes the following as two very good illustrations of this remark, “What a mystery of crime is this Pacific Ocean.”

Prominent among the passengers of the **Sarah Morse** [sic] was an elderly woman, going by the name of “Ross,” who was said to have in her keeping some \$70,000 in gold. Her “man” was set ashore on a small island, in the South Pacific, by the Captain. The reason given for the deed was, that he quarreled with his wife. The passengers thought it was that he might possess himself of the money; he had not got possession when he left here. Mrs. Lozee writes from FHongkong, that Ross finally got away from the prison where he was left, and went to California, but not finding Captain Woodberry there, went to Hongkong, met him in the street and shot him dead!

Capt. Brown, of whom Mr. Lozee speaks, was the Brown of Strong's Island, of whom you have doubtless heard. He left his ship there in 1853, tried to form a settlement at the South harbor, and being driven off by order of the king, put to sea in a whale boat with 27 souls on board, a good lot of Strong's Island girls in the company. He started to come to Ascension, but on reaching McAskills, he landed, spent some time there, (as we afterwards learned, when we were there in Jan. 1855,) and then went to Raven's Islands, where he was when the **Sarah Morse** went ashore. (Brown was the pilot.) A Captain who was in at Strong's Island with Captain Brown, has since told me that he, B., killed one of his men, and had another under water almost dead, when he and others went to the rescue! Brown was a desperate man, and fearful was his end; perhaps however, like the thief on the Cross, he found mercy at the last hour, but no-one will venture in his footsteps, hoping to escape merited punishment by a death bed repentance.

What a mystery of crime is this Pacific! When the sea shall give up its dead, what revelation of guilt, till then unknown to the civilized world! How many who have been honored as dying with no stain upon their name, will rise to judgment with shame and everlasting confusion upon their faces!

But there is a change coming—the abundance of the seas shall all be converted to the Lord; and how changed this world will be!—how delightful to live in those days, and how more delightful to help to bring them on!

We long to see the groups to the westward; the time is not far distant when the savages there will learn to treat poor sailors cast ashore among them, a little better than they treated our friend Lozee. What a shame that some of our government vessels, rotting out at such places as Honolulu, don't look in upon these lone spots to see if they can't find some good to do, in the way of saving some poor wrecked, starved seaman. I suppose the Lord don't think it best to send them, as they would be like to do much more harm than good!

We are all well; love to all.

Yours,

A. A. Sturges.

J3. The Spanish record left in Agaña

Source: Safford's Papers, in LC Mss. Div.; his transcripts, pp. 98-100, and notes, pp. 337-339.

Original text in Spanish.

Exmo. Sor.

El día 28 de Marzo último llegaron à esta en dos Buques Balleneros 29 Pasajeros, procedentes de la Barca Anglo Americana Sarah Mooers, naufragada en la Ysla de Ravens, que havia viage desde Sidney à San Francisco de Californias. De estos, 13 pertenecian à la tripulacion de la Barca, y los 16 iban de Pasajeros incluso ocho mugeres. El Capitan naufrago me hizo presente venir falta de todo la tripulacion y algunos Pasajeros. Les aloho en las Casas de los que acostumbra à recibir huespedes para que les dieran de comer de Limosna y yo tube en mi Casa à dos Señoras francesas. El dicho Capitan me pidio auxilio de Buque para transportar à todos à Manila y no conviniendo permanezcan aqui mucho tiempo invité al Capitan y dueño de la Goleta Secret Don Gregorio Calvo que se convino llevarles en ella en esa Capital conforme con la proposicion del Capitan naufrago de garantizar sus pasages de los que no pueden pagar con los Consules Yngles, Americano y Frances a cuyos naciones pertenecen; pagando los de camara 80 pesos y 30 los de proa en un todo conforme con lo contratado la Real Hacienda con Don Martin Varanda el año 1851 en el Bergantin Clavileño; y enterados dichos pasajeros que daron conforme con este precio y a pagar flete si el que pueda, y los demas pidieron la proteccion de los consules, y el Capitan de la Goleta la de ese Superior Gobierno en el caso de ofrecerse algunas dificultades en el cobro de estos pasages de los que no tienen con que pagar. En su cumplimiento se havilito la Goleta de viveres entre los buques balleneros y sale en este dia quedando aqui dos mugeres y cinco hombres para no tener capacidad para llevar à todos y procuraré que se embarquen en la primera porporcion. Dicha Goleta solo tiene permiso de V.E. para navegar por estas Yslas pero en esta circunstancia, me recere [sic] de V.E. lea [sic] este viage de su superior aprovacion.

Dios guarde à V.E. muchos años.

Agaña 15 de Abril de 1854.

E. S.

P. P.

[A] *Exmo. Sor. &c.*

Translation.

Your Excellency:

On the 28th of last March, there arrived at this island, in two whaling ships,¹ 29 passengers, who had been aboard the U.S. Bark **Sarah Mooers** when she was shipwrecked at Raven's [Ngatik] Island, which had been on her way from Sydney to San Francisco, California. Thirteen of those had been members of the crew of said bark, and the other 16 were passengers, including eight women. The shipwrecked captain informed me that the whole crew and some of the passengers were destitute. I found lodging for them in the houses of those who normally receive guests, so that they would be fed for free, while I myself took in two French ladies. Said captain requested me to provide him with a ship to take everyone to Manila and, given that it was not convenient to keep them much longer here, I invited the Captain and owner of the Schooner **Secret**, Mr. Gregorio Calvo, who agreed to take them to that Capital, in accordance with the offer made by the shipwrecked captain to guarantee the fares of those who could not pay, with the English, American and French consuls, according to their own nationality; those who were to be in the cabin had to pay 80 pesos, and those accommodated forward 30 pesos, in accordance with what the Royal Treasury had agreed to pay Mr. Martin Varanda in 1851 for accommodations aboard the **Clavileño**. Once said passengers had been informed of same, they agreed to pay that price, some outright and the rest requesting the protection of their respective consuls, while the Captain of the Schooner got a guarantee from this Government, in case he were to experience some difficulties being paid with respect to the passengers who could not pay themselves. Consequently, the Schooner was made ready, by buying supplies from whaling ships and she is departing today. Two women and five men are remaining behind, as there is not enough room on board to carry them all. I will make sure they get transport at the first opportunity. Said schooner holds a permit from Y.E. that restricts her navigation to this archipelago; however, under the present circumstances, Y.E. will do me a favor by approving this particular voyage.

May God save Y.E. for many years.

Agaña, 15 April 1854.

Your Excellency.

P. P.

[To] His Excellency, etc.

1 Ed. note: The Nathaniel P. Tallmadge, and the Delta.

J4. Arrival at Manila of some of the survivors

Source: U.S. National Archives (see files on Samuel J. Masters, Doc. 1853A, etc.).

Letter from the U.S. Consul at Manila, dated 16 May 1854.

[Letterhead:] Consulado de los Estados Unidos de América in Filipinas.

Letter N^o 35.—Manila May 16, 1854

Sir:

I have to inform you that on the 11th inst. the Spanish schooner **Secreto** arrived from Guam bringing the Captain, 2 mates, cook, and 4 male and six female passengers of the bark **Sarah Mooers** of San Francisco wrecked on her voyage from Sydney to San Francisco. The Captain, Joel Woodbury, has presented himself at this consulate and deposited his register and list of the crew and passengers as they have been distributed. Also a protest which he made at Guam. The stories of the Capt., the mates and passengers differ considerably but agree in the following—that the bark sailed from Sydney on the 4th September for San Francisco with a company of 19 persons, and 34 passengers, in all 53—the Capt. having liberty to touch at some of the islands in the Pacific to trade. That on or about the 28th September, being at the island of Rotumah the Captain forcibly put Ross, a cabin passenger, on shore with his chests and clothes, and left him there tied to a tree, making sail with the bark immediately afterwards. Ross had his wife and family of [blank] children on board. That on the 2nd of December, while lying to the lee side of Raven's [Ngatik] Island in Lat. about 55°55' North and Long. about 157°30' East, the bark ran on a reef and was there lost—all hands got safely on shore and the provisions and luggage were saved. There were on the island about 60 persons—natives, half-breeds and 3 or 4 Europeans—for the most part old native women—there was but very little food on the island and when about 4 months afterwards two American whalers touched there they had provision but for a very short time—the vessels were the **N. P. Tallmadge** of Cold Spring, Capt. Edwards and bark **Delta** of Greenport, Capt. Weeks—the **N. P. Tallmadge** took on board the Capt. and 9 of the crew with 3 male and 4 female passengers and the **Delta** took the 2 mates and 1 of the crew, with 5 male, 4 female passengers and sailed for Guam where they safely arrived. On Guam they appear to have been taken care of by the Spanish authorities; and under cognizance of the Resident Governor the owner (and Master) of the **Secreto** engaged to bring to Manila as many as his little vessel could accommodate. There landed at Guam 29 persons (14 have arrived here, 2 sailed from Guam in an English whaler for Zamboanga and 13 still remain there). About 6 weeks after the wreck 2 of the crew and 3 passengers left the island in the whale boat which belonged to the Bark to go to Ascension [Pohnpei] to report the loss and seek assistance. As nothing was afterwards heard from her it is feared the boat was lost.

The prominent points of this are:—the infamous conduct of Capt. Woodbury in landing a passenger on a savage island and the unaccountable behavior of Capt. Edwards and Weeks in leaving 18 persons on Ravens Island with a prospect of death from

starvation. I report this to the Commander in Chief of the U.S. Squadron in China hoping that he may be able to send assistance to the suffering passengers and crew remaining at Ravens Island.

I have the honor to be,
 Sir,
 Your Obedient Servant
 W. P. Peirce,
 Acting Consul

Memo.—

- Left on Ravens Island: 4 Crew, 12 Male Passengers, 2 Female Passengers.
 - Left at Guam: 9 Crew, 2 Male Passengers, 2 Female Passengers.
 - Arrived at Manila: 4 Crew, 4 Male Passengers, 6 Female Passengers.
 - Left whale boat: 2 Crew, 3 Male Passengers.
 - Left Guam for Zamboanga: 2 Male Passengers.
 - Abandoned at Rotumah: 1 Male Passenger.
- Total: 53.

To Hon. W. L. Marcy,
 Sec. of State
 Washington

J5. News published in Honolulu the following September

Source: Article in The Friend, Sept. 1854.

Rescued Passengers of the Sarah Moore [sic].

The British ship **Sea King** arrived at Hong Kong on the 2d May, bringing from the Raven Islands in the North Pacific, eighteen passengers and the carpenter of the wrecked American bark **Sarah Moore**, of San Francisco.

The **Sarah Moore** sailed from Sydney for San Francisco on the 4th of September last, having on board, besides the crew, eight cabin and twenty-two steerage passengers. In the cabin were Mr. and Mrs. Ross, and four children. The vessel sailed for two or three weeks in the direction of the Friendly [Tonga] Islands, whence the Captain proposed trading, Ross and his wife having had a difficulty, the husband was tied hand and foot, and landed on an Island called ROTAMAR [Rotuma].

The rest of the passengers tried to prevent the captain who, backed by his mates, threatened to shoot any one who interfered.

On the 4th Dec. the ship hove to, off NOTTICK [Ngatik], one of the Raven Islands whence the boat was sent ashore for hogs, and the master gave charge of the deck to a European from the Island, who professed to be a pilot. Suspicions were aroused by the conduct of this man, who permitted the vessel to drift on the rocks at high water. The

value of the cargo was \$2000. There were but five or six natives on the Island who treated the passengers well.

On the 17th of March, the American whalers **Delta** and **Thomas**, hove in sight,¹ and sent boats on shore, taking off the captain, cabin ladies, and crew, and crew of the whalers promising to return next morning for the rest and take them to Guam. They did not do so, and the next day the whalers were out of sight. Before this, two of the crew, three passengers and a native started in a whale-boat for the Island of Ascension [Pohnpei], but never after heard of and are supposed to have perished. Among those left on **NOTTICK**, were Mr. and Mrs. Power, and two children, who endured great privation until the 20th April, when they, with the others remaining were rescued by the **Sea King**. One of the passengers and two of the crew preferred remaining on the Island.²

1 Ed. note: The Delta had just brought smallpox to Pohnpei, from Honolulu.

2 Ed. note: See Doc. 1855A5 for follow-up complaints against Gov. Perez of Guam by some of the crew.

Documents 1853K

The bark Alice Frazier, Captain Taber

Sources: Logs kept in the Mariners' Museum Library in Newport News, Virginia; PMB 291, 775, 776; Log Inv. 225, 226.

K1. The log kept by Captain Daniel Howland Taber

Editor's notes.

Once in the Pacific Ocean, the bark crossed the equator at Long. 120° W on 9 March 1852. Hawaii was sighted on 27 March. Mrs. Sarah Taber and the children were left behind at Honolulu. Captain Taber remembers them in a lonesome entry in his journal, under date of 8 April 1852. The bark headed westward, then northward, then went to the Behring Sea, was back at Oahu on 18 October 1852. She left for Tahiti on 23 November, crossin the equator at longitude 156° W. By April 1853, she was back in the ARctic. On 14 June 1853, 40 ships were in sight (lat. 62° N., long. 180°). At Hawaii again by October 1853. On 1 Dec. 1853, she sailed for Pohnpei. On 13 December, she made Jarvis Island and spoke the ship **Alice Mandell**, Capt. Fisher [sic].

Extracts from this log.

...

Friday 30 Dec [1853].

5 p.m. made the land bearing W by compass dist. about 12 miles... Middle part, by the wind. Latter, fine. 7 [a.m.], lowered all the boats for sperm whales. The L. Boat struck and got a small one. At noon, whales in sight again. So ends. Lat. 1°52' S., Long. 176°30' E.

Saturday 31 Dec 1853

This day begins fine with whales in sight. Employed in clearing away the head. Middle part, on different tacks. Latter part, made Roches [Tamana] Island. The natives came on board. Employed boiling. So ends. Lat. 2°35' S., Long. 176°15' E.

Sunday 1 January 1854

This day begins with a fine breeze from North. Ship lying off and on Roches Island by the wind to WNW. Middle part squally. Latter part, calm. So ends this day. Lat.

2°43' S., Long. 175°54' E.

Monday 2 Jan.

This day begins with a calm. At 4 p.m., came on squally. Ship under D[ouble] Reefed topsail, by the wind. The **Alice Mandell** in sight. Middle and latter part, much the same. Employed ship duty. So ends this day. Lat. 2°52' S., Long. 175°50' E.

Tuesday [sic] 3 Jan.

... At 5 p.m., spoke the ship **Alice Mandell**... Lat. by obs. 3°13' S., Long. by Chron. 175°07' E.

Wednesday 4 Jan. 1854

... At 6 p.m., spoke the **Alice Mandell** ...

Thursday 5 Jan.

... Made Clark's [Onotoa] Island bearing N dist. 12 miles. So ends. Lat. 2°p7' S., Long. 175°48' E.

Friday 6 Jan.

... 9 a.m., had Clark's Island bearing NE by E. So ends. No obs. this day.

...
Sunday 8 Jan. 1854

... Steering W by N. Latter part, rainy, in company with the ship **Alice Mandell**. So ends this day. No obs. this day.

Monday 9 Jan.

... Middle and latter part, much the same. In company with the **Alice Mandell** of New Bedford. So ends this day. Lat. by obs. 2°11' S. Long. by obs. 154°24' E.

...
Saturday 14 Jan.

... Ship under all sail steering NW by W. At 5 p.m., the **Alice Mandell** luffed to the wind all aback. We ran to speak her and ran into her. Carried away our studding boom... Lat. by obs. 00°09' S.

...
Friday 20 Jan.

... At 7 p.m., spoke the **Alice Mandell**. Middle part, steering W by N. Latter part, the same. At 10 a.m., made Strongs [Kosrae] Island bearing W by N. So ends this day. Lat. by obs. 5°11' N., Long. by Chron. 163°25' E.

Saturday 31 Jan. 1854

This day begins fine, ship under full sail to WNW in company with the **Alice Mandell**. Employed boiling. Middle and latter part, much the same. So ends this day. Lat.

5°48' N., Long. 162°17' E.

...

Monday 23 Jan.

First part light breeze from the north, ship by the wind to west. The land bearing north. Middle part, rainy. Latter part, squally, ship by the wind to west. So ends. No obs. this day.

Tuesday 24 Jan.

... In company with the **Alice Mandell**... Lat. 6°06' N., Long. 159°58' E.

Wednesday 25 Jan.

... At 7, made the island of Ascension [Pohpei] bearing WNW dist. about 25 miles. So ends this day. No obs. this day.

Thursday 26 Jan. 1854

This day begins with a light breeze from the N. 3 p.m., off abreast of the harbor, wind so that we could not get in. Middle part, lying off and on in company with the **Alice Mandell**. Latter part, fine. At 8 a.m., took a pilot and went into the harbor. At 11, let go the anchor. So ends. No obs.

Friday 27 Jan.

... Employed washing ship...

Saturday 28 Jan.

... Employed painting...

Sunday 29 Jan.

... Still lying in the Port of Ascension. Middle, all hands on shore. Latter part, fine, all hands still on shore...

Monday 30 Jan.

... Middle, rainy. Latter part, fine, one watch on shore on liberty...

Tuesday 31 Jan.

... Still lying in port, one watch on liberty...

Wednesday 1 Feb. 1854

... Still lying in port, one watch on liberty. Middle and latter part, the same, employed painting. So ends.

Thursday 2 Feb.

Still lying in port. The **Alice Mandell** has gone out. So ends.

Friday 3 Feb.

... Employed getting off wood and water. Middle and latter part, the same. So ends.

Saturday 4 Feb.

... Employed getting off wood...

Monday 6 Feb.

First and middle part, much rain, still lying in port. Latter part, fine. At 8 a.m., went to get under way. The men would not take the anchor. So ends.

Tuesday 7 Feb.

First part, strong breeze, ship lying off and on the harbor of Ascension waiting for the men that ran away. Middle and latter part, the same. So ends.

Wednesday 8 Feb 1854

... Ship lying off and on. The Mate on shore. At 4 p.m., came on board. At 6 p.m., put two men in cask for refusing duty. Middle part, steering south. Latter part, by the wind. 9 p.m., the 2 men that was in the cask went to duty. So ends. Lat. by obs. 6°26' N.

Thursday 9 Feb.

... Ship by the wind to the NNW. Employed chopping and barking wood. Middle and latter part, the same, steering NW. So ends. Lat. 7°29' N., Long. 157°32' E.

...

Friday 17 Feb 1854

This day begins with a strong breeze, ship under double reefed topsails, steering W by S. Middle part, at 5 a.m., made the island of Tinean. At 11 a.m., sent a boat on shore. So ends.

Saturday 18 Feb.

First part, strong breeze, ship lying off and on at Tinean, one boat on shore. At 2 p.m., came on board sweet potatoes. At 4 p.m., anchored in 15 fathoms of water. Middle and latter part the same. So ends.

Sunday 19 Feb.

... Employed getting off recruits and chasing humpbacks. Middle and latter part the same.

Monday 20 Feb.

This day begins with a fine breeze. At 4 p.m., took our anchor and steered SW for Guam. Middle and latter part the same. At 8 a.m., made Guam bearing SSE. Ship by the wind for the harbor... Lat. 13°44' N.

Tuesday 21 Feb.

First part, rainy. At 3 p.m., took a pilot from the Town. At 6 p.m., let go our anchor in the harbor in 20 fathoms of water, 2 ships with us. Middle and latter part, fine. So ends.

Wednesday 22 Feb 1854.

First part, fine, lying in Guam Harbor and fine. Ship **Meteor** came in to anchor. Middle and latter part the same, the starboard watch on liberty for 5 days. So ends.

Thursday 23 Feb.

... Ship still lying in the port of Guam, starboard watch on shore. Middle and latter part, the same, employed in ship duty...

...

Monday 27 Feb.

... Ship lying in the harbor of Guam. At 5 p.m., the Bark **Gentleman** came in to anchor...

...

Wednesday 1 March 1854.

... Employed in getting off wood...

...

Saturday 4 March

... At noon, the watch all came on board but too much wind to get out...

Sunday 5 March

First part strong trades and squally, still lying in port of Guam. Middle and latter part, the same. Capt. Dexter¹ came on board and said that we had 5 of his men on board of us. Capt. Taber told him to smoke the ship but he would not.

Monday 6 March 1854

... Ship still lying in the port of Guam, ready for sea. At noon, took our anchor. At 2 p.m., let go anchor in Umata Bay to get water. Middle part, rainy. Latter part, getting off water...

Tuesday 7 March.

First part strong trades, ship lying at anchor in Umata Bay, employed getting off water and stowing it down. Middle and latter part, rainy, one watch on shore.

1 Ed. note: Not from the bark Oscar, because her captain, Ebenezer Dexter, got killed by a whale on 1 January 1854 (ref. Starbuck, p. 485). Not from the Meteor, not from the Gentleman, and not from the Active either; must have been from one of the two other ships in harbor, when the Alice Frazier came in. My guess is that one of them was the whaler Chili, then under Capt. Rodolfus W. Dexter, voyagee 53-56.

Wednesday 8 March.

... Ship still lying in Umata Bay. The Governor came and took Capt. Dexter's men on shore. 6 p.m., 3 of our men came on board badly hurt by the natives. Middle part, fine. At 8 a.m., took our anchor and stood by the wind to the NW in company with **Bark Active**. Latter part, employed in stowing anchors and chains. Six men off duty. So ends. Lat. 13 $\frac{1}{2}$.40' N. Long. 145°21' E.

Thursday 9 March 1854

... Ship under all sail to NW in company with the **Bark Active**...

...

Tuesday 14 March

... to NNW in company with the **Bark Active**... Lat. by obs. 19°57' N., Long. by Chron. 138°38' E.

...

[She went by the Bonin Islands, then to the Arctic Ocean where, at one point, there were 90 ships in sight. At the end of November 1854, she left Honolulu for home.]

K2. Extracts from the log kept by the captain's wife

Note: The Log Inv. by Sherman and Adams says that it was by his daughter, Asenath P. Taber, but it is clear from the words used that it was his wife (see below).

...

Tuesday Nov. 29, Wednesday Nov. 30 [1853]

Today is one of the sad days of my life for today the **Alice Frazier** has left here [Honolulu] for the third time. Daniel has gone out with a sad heart and oh! may he be protected from the dangers which he thinks are too great for me to endure, so rather chooses to endure them alone. All of my acquaintances are gone from here and do not expect to return until after another northern season... A partial eclipse of the Sun occurred this morning.

Sunday 25 Dec.

Today is Christmas and a happy one with some people but I cannot say a very happy one with me for here I am with only my children with me but are enjoying very good health... Soon Capt. Edwards¹ is to leave here this week for Strong Island and Ascension. I have intended to send a loaf of cake and a letter to darling husband...

Sunday 1 Jan. 1854

... This is the first New Year's Day that I have been on the land since 1858 [sic].

Sunday 22 Jan.

1 Ed. note: Of the Nathaniel P. Tallmadge.

This week past have sent a letter home, attended the sewing society. Shall send my husband a letter this week by Capt. Chapel¹ with a loaf of cake.

...

[Her journal abandoned for a time, and picked up again in May 1854 while she is still in Oahu.]

...

16 July [1854]

... A whale ship arrived here last week from Ascension and Strong Islands with the Capt. sick. Capt. Coggeshall² of Nantuckethas had a shock of palsy or a paralytic shock; has a family at home. I have been engaged this past week making myself a dress. I have lived half of the summer on the idea that I shall get letters from my husband from the Ascension but even in that I am disappointed but that seems to be my lot thus far this year. Why should my letters be lost more than anyone's else?

...

Editor's addendum: Official news of the Alabama, Capt. Coggeshall

Source: Article in the Boston Post, Sept. 9, 1854.

Whalers

As at Honolulu July 14, **Alabama**, Coggeshall, of Nantucket, 37 months out 2000 sperm. Report having spoken ship **Mary Schott**,³ Eldridge, of N. B. which had lost 9 men by smallpox; she had touched at Ascension, where they had contracted the disease. The **Alabama** came into port on account of the sickness of Capt. A. [sic]. She was last from the Bonin Islands.

1 Ed. note: Of the John and Elizabeth.

2 Ed. note: Of the Alabama.

3 Ed. note: Rather the Margaret Scott.

Note 1853L

**The clipper John Gilpin, Captain Doane,
visited the Northern Marianas**

Source: Charles Wolcott Brooks. Japanese Wrecks, Stranded and Picked Up Adrift in the North Pacific Ocean (San Francisco, Academy of Sciences, 1876.

A Japanese wreck seen near Pagan

...
In March 1853, the American ship **John Gilpin**, Captain Doane, passed a water-logged wreck of a junk, her deck awash with the water, in lat. 18° N, long. 145° just beyond Pagan and Grigan islands. Large numbers of fish were around the wreck. There were no survivors on board. She had every appearance of having been a very long time in the water.

1
...

1 Ed. note: The John Gilpin was a clipper ship that raced the Flying Fish between New York and San Francisco in 1852 (see Nicholson's Log of Logs, vol. 1). She must have headed almost immediately for China from the latter port.

Document 1853M

The ship **Margaret Scott**, Captain **B. C. Eldridge**

Source: Ms. in the Kendall Whaling Museum, Sharon, Mass.; PMB 853; Log Inv. 3029.

Extracts from the log kept by John W. Eldridge

...

Remarks on board February 18th [1853]

First part fine weather & calm [.] at 4 PM spoke the ship **Milton** Capt Jones 15 Months 70 bbls of sperm[.] at 7 PM took in the light sails & steered west latter part ends with fine weather at 10 AM raised Hope [Arorae] Island distant 10 miles.

Latitude by Obs 2°42 S. Long by Chro. 176°59 [E]

Remarks on board ship M. Scott Feb 19

First Part light winds steering WNW in for Hope Island at 3 PM the natives came on board stark naked both male & female at 4 the Captain went on shore at five came off again brought off about 200 dried niews [sic] steered off W by N at daylight made roches [Tamana] Island at 10 AM the natives came on board in great numbers about 50 canoes Ends with fine weather.

Latitude by Obs 2°28 S. Long by Chron. 175°57 E.

...

Remarks on board Thursday Feb 24th

... at 4 PM spoke the Ship **Empire** of New Bedford 7 Months out no oil...

Latitude by Obs 1°13 S. Long by Chron. [blank]

...

Remarks on board Saturday Feb 26th

... at noon spoke the Bark **Paragon** of Nantucket 27 Months out 350 bbls of Sperm bound to the Arctic...¹

Latitude by Obs 0°43 S. Long. by Chron. 170°50 E.

...

¹ Ed. note: However, she did not make it, as she was shipwrecked at Kosrae a few days later.

Remarks on board March 6th 1853

First part strong winds from ENE. & strong squalls of rain steering W by S at 5 PM saw Strong's [Kosrae] Island distant 10 miles luffed by the wind NW by N thick and squally middle and latter part light airs.

Latitude by Obs 5°35 N. Long. by Chron. 163°09 E.

Remarks on board March 7th

First part light airs from North steering by the wind W by N the above Island still in sight bearing S distant 10 miles Middle & latter part ends with fine weather.

Latitude by Obs 6°30 N. Long by Chron 161° 42 E.

...

Remarks on board March 14

First Part light winds from North steering W by N at daylight made the Island of Saipan lying West distant 15 miles Middle and latter part fine weather

[Lat.] 15°00 [N. Long.] 145°35 [E]

Remarks on board the M Scott March 15

First part strong trades and fine weather laying off and on at Tenian went on shore got a few hogs & at 8 PM steered off [f] N by W 1/4 W in company with the **Carol** [rather Coral] of New Bedford 15 Mths season Middle part the same latter part went on shore at Roty got a few baskets of potatoes.

Remarks on board March 16th

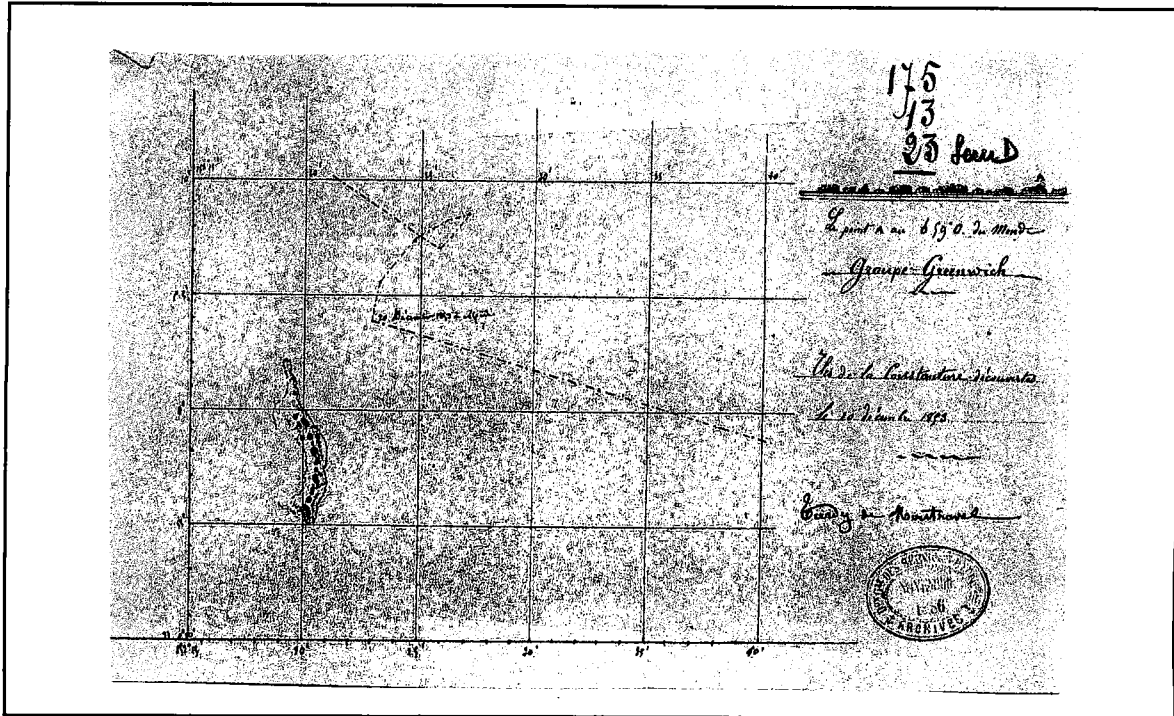
First part light trades still glying off Roty at 5 PM the Capt came on board at 7 PM steered off SSW in company with the **Coral** Middle part fine weather at 10 AM went on shore at Guam to see what prospect there was to recruit there beeing a rough there and things being in a bad state we concluded to go to the Bashee Islands.

Remarks on board March 17th

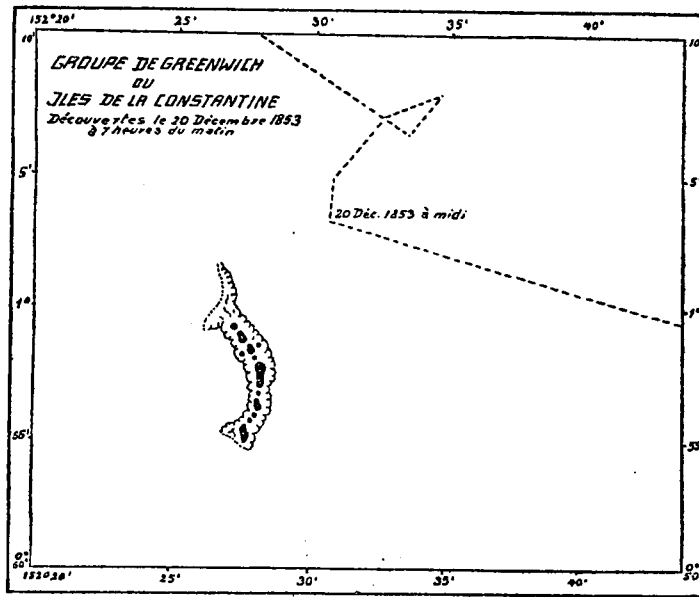
First Part fine weather & strong trades at 5 PM the Capt came on board steered off W by N. Middle & latter part the same.

Latitude by Obs 13°33 N. Long by Chron. 142°22 E. Long Lunar 142°07 E.

...



Manuscript map of the Greenwich Islands, by de Montravel.



Printed map of the Greenwich Islands, by Tardy de Montravel.

Documents 1853N

Captain Tardy de Montravel visited Kapingamarangi with the Constantine

Sources: His Report of 14 January 1854 in the French National Archives; report published in the Annales Hydrographiques X 1854/55 1ère Partie, Section II, p. 68; another similar report by same in Renseignements hydrographiques, Rochefort Oct. 1856, pp. 155-338; quoted in the Report of the Hamburg South-Sea Expedition, vol. 8, 1934, pp. 3-5.

Note: Montravel was then a French Navy Commander in charge of the warship La Constantine.

Report dated 14 January 1854

Original text in French.

Le 20 décembre (1853) su mstin, lr yrmpd d'était embelli, et l'horizon télargi nous permettait de voir à une distance moyenne. Nous nous trovions alors par 1°15' de lat. N. et 152°0' de long. E., c'est-à-dire, d'après mes cartes, à grande distance de toute terre connue. Aussi, grande fut ma surprise quand, à 7 heures de matin, la vigie signala des îles dans le S. S. E. Je m'en assurai moi-même et fis gouverner dessus, de manière à les approcher à assez petite distance pour fixer leur position et déterminer lurs contours dans le Nord. Je joins ici un calque du levé que j'ai fait en passant près de ces petites îles basses inconnues encore et auquel j'ai pensé pouvoir donner le nom de la Constantine, pour consacrer, par une appellation toute française, la plus récente et peut-être la dernière découverte de terre dans cette partie du monde. Ainsi qu'on le voit par le calque, le groupe de la Constantine est composé de douze îles basses couvertes de cocotiers presque nains qui s'aperçoivent à peine à 10 milles; elles sont entourées dans une ceinture de récifs qui, les contournant vers le bas, semblaient du haut de la mâture former un lagon intérieur.

La position de l'îlot le plus Nord s'est trouvée être par 1°4' de lat. N. et 152°17'47" de long. E., position auprès de laquelle nous avons passé avec l'illustre Dumont-d'Urville en nous rendant des îles Salomon aux Carolines.

Je suis heureux d'avoir pu, dans cette traversée si pénible, ajouter un grain de sable aux trésors hydrographiques accumulés par la navigation française, tout en regrettant de n'avoir pu consacrer une journée entière à l'étude de cette découverte, ni m'assurer si ce groupe était habité. Mais un devoir plus impérieux me commandait de continuer

ma route et je m'y résigner après avoir fixé la position astronomique du groupe de la Constantine...

[Montravel completed his report later, and wrote:]

... Ces îlots, au nombre de treize, sont comme toutes les îles basses de l'Océanie assises sur un récif, et s'étendent sur une ligne courbe dont la corde serait dirigée du N.N.O. au S.S.E. Ce récif qui leur sert de base se projette à peu près à 2 milles d'elles dans l'Est, et s'étend au Sud, aussi loin que l'oeil peut s'étendre.

En arrière des îlots, on voyait un lagon étendu enfermé dans le récif.

Ces îlots sont couverts d'une végétation peu élevée qui ne permet de les apercevoir qu'à une dizaine de milles. L'îlot le plus au Nord a cependant à son extrémité un bouquet culminant qui permet de le voir à cette distance, tandis que les autres sont encore noyés. Nous n'y avons vu aucun vestige d'habitants.

Leurs position, obtenue par deux observations, a été trouvée pour le point culminant de l'îlot le plus Nord de lat. N. 0°58'51", de long. E. 152°27'31".

Je regrette que les apparences encore menaçantes du temps et les exigences de ma mission ne m'aient pas permis de consacrer une journée à la délimitation de ce danger vers le Sud. Nous avons dû nous contenter de déterminer sa limite au Nord, nous estimant même très heureux d'avoir eu quelques heures de beau temps et de soleil, au moment où nous nous trouvions si près de ces îles. Il n'est pas étonnant que des îles aussi basses aient échappé à Monteverde et à l'amiral Dumont-d'Urville, dont les routes en passent à petite distance. Quand bien même ces navigateurs se seraient trouvés dans leur voisinage pendant le jour, ils auraient pu ne pas les voir, si le temps avait été couvert et pluvieux, comme on le voit souvent dans ces parages.

*Comme elles n'étaient pas signalées sur aucune des cartes que j'avais à ma disposition je les crus découvertes par **la Constantine** dont je leur ai donné le nom; mais depuis lors, j'ai acquis la preuve sur une carte anglaise qui les porte sous le nom de Greenwich, qu'elles avaient été vues précédemment. En tout état de choses, leur nouvelle détermination ne manquera pas d'intérêt...*

[Figure: Manuscript map of Kapingamarangi, par Captain Montravel.]

[Figure: Map of Kapingamarangi published in the Report of the Hamburg South-Sea Expedition in 1934.]

Note: For some reasons, both copies show a transcription error for the latitude of Point A: it should read: "Le point A en 0°59' du Nord."

Translation.

On 20 December (1853) in the morning, the weather had improved and the enlarged horizon allowed us to see at an average distance. We were then in 1°15' Lat. N. and 152°0' Long. E., that is, according to our charts, at a great distance from any known land. So, great was my surprise when, at 7 a.m., the lookout announced some islands

in the S.S.E. I checked it out for myself and ordered the ship to steer for it, so that by getting nearer to them we would be able to fix their position and determine their layout in the North. I enclose a copy of the draft chart that I made when passing near these small low-lying islands that were still unknown and to which I thought I could give the name of Constantine, in order to perpetuate, by a very French name, the most recent and perhaps the last discovery of land in this part of the world. As can be seen on the map, the Constantine group consists of twelve low islands covered with coconut trees, that were almost dwarfish in size, as they could hardly be seen 10 miles away; they are encircled by a barrier reef that went around them on their south side and seemed from the topmast to form a lagoon inside.

The position of the northernmost islet was found to be $1^{\circ}4'$ Lat. N. and $152^{\circ}17'47''$ Long. #., a position near which we had passed with the famous Dumont d'Urville when we went from the Solomon Islands to the Carolines.

I am glad to have been able, during such a terrible crossing, to add a grain of sand to the hydrographic treasures accumulated by French navigators, although I regret not having been able to spend a whole day to study this discovery, and to find out if it was inhabited. However, a more pressing task urged me to go on my way and I give it up, but only I had fixed the astronomic position of the Constantine group...

[Montravel completed his report later on, when he writes:]

... These islets, 13 in number, are like all the low islands in Oceania, lying on a reef, and extending along a curved line whose cord would be lined from N.N.W to S.S.E. This reef that serves them as a base goes out about 2 miles towards the East, and extends southwards as well, as far as the eye can see.

Behind the islets, one could see a large lagoon enclosed by the reef.

These islets are covered with trees of little height that allow them to be seen only from a few miles away. The northernmost islet has, however, at its point a tuft that stands out and that can be sighted from a distance at which the rest are still below the horizon. We have not seen any signs of life.

Their position, obtained by two observations, has been found for the outstanding point of the southernmost islet [marked A on the charts] that lies in $0^{\circ}58'51''$ Lat. N., and $152^{\circ}27'31''$ Long. E.

I regret that the weather was still threatening and that the exigencies of my mission did not allow me to spend one day to explore the south side of this danger. We had to be satisfied with the determination of its north side; in fact, we were happy to have had a few hours of good, sunny, weather at the time that we were close to these islands. It is not surprising that such low islands have escaped being seen by Monteverde and by Admiral Dumont-d'Urville, whose tracks passed a short distance from them. Even if these navigators had been near them during day-time, they might not have seen them, if the weather had been overcast and rainy, as often occurs in these neighborhoods.

As they were not shown on any of the charts at my disposal, I thought that the **Constantine** had discovered them; so, I gave them her name. However, since then, I have found the proof that they had already been discovered on an English chart that shows them under the name of Greenwich Islands. In any case, this new determination of their position ought to be of some interest...[marked A on the charts]

Document 1853O

The adventures of Charles Newhall

Source: A book by him entitled: The Adventures of Jack; or, A Life on the Wave (Southbridge, priv. printed, 1859).

Extracts from his book

Chapter I.

I was born in the year 1835, in the town of Spencer, a small town, situated in Worcester County, fifty miles from Boston...

...
At length the ship was ready to sail—the old ship **Leonidas**—the crew all on board, and the ship sailed [from Fairhaven] October 13th, 1849. I was cabin boy...

The captain [Gifford] was a Cape Codman, and a hard case too. Before we went on board, he told us the fare would be “beef and bread one day, and bread and beef the next for a change.” And we found his words to be true. However, time passed on slowly, as the crew were rigging over the old ship which was nearly 50 years old...

Sundays and Thursdays we had the sailors’ favorite dinner—a sort of pudding, which they call duff, made of flour mixed with salt water, and boiled in a bag in a kettle of salt water...

...
[At Mauritius, he left the **Leonidas** and boarded the U.S. Sloop of War **Plymouth**, Commodore Vorhees in NOV. 1850. The ship arrived at NORfolk, Virginia, on 26 January 1851. In March 1852, he joined the schooner **Eglantine**, as “chief cook and bottle maker” for a voyage from Boston to Haiti, and back. His next trip was aboard the whaler **Copia** of New Bedford, Captain C. M. Newell. He shipped as a steward.]

Chapter II.

...
At eight o’clock in the morning of the 18th of October, 1852, we sailed from New Bedford... We passed through the straits of Le Maire... On the 1st day of January 1853, we were in sight of Cape Horn...

...

[The ship went to Hawaii first. In March 1853, they sailed for Kamchatka. Back to Hawaii in the fall. They sailed from Hilo to Oahu in Nov. 1853, then to the Line.]

...

And soon after crossing the Equator, we kept to the westward. After sailing several degrees farther we came to one of the Ladrone Islands, where the skipper purchased some pigs. There were some Americans and English on the island who had deserted vessels; some of them were naked and some were not.¹

[A meteorite fell on the northern Marianas at about New Year's Day 1854]

Soon after leaving this island a peculiar phenomenon occurred. It was past nine in the evening, and all were asleep except the man at the wheel and myself—some on deck and some below—as the crew were at work pretty hard that day, and they wanted sleep, so I remained upon deck later than usual. I stood forward near the foremast at the time. All at once the firmament was lightened instantaneously, and was sufficiently light for me to observe a needle on deck. It was a large light, and had a tail attached, which was at least two hundred feet high. It struck in the water about ten or twelve rods from the ship, and I heard it very distinctly. No-one saw it but myself, as it was forward so that the sails kept it from view of the man at the helm.

From the Ladrone Islands we steered a direct course for Hong Kong, China... [where] we arrived on the 18th of January 1854...

A part of the Japan fleet, under Commodore Perry, was in Hong Kong, and sailed for Japan the same day we arrived...

As I have previously stated, that I did not ship for the voyage in the **Copia**, I concluded I would stop at Hong Kong and bid the **Copia** farewell.

...

After I had lived in China long enough, and had seen all I thought was worth seeing, I embarked in the whale ship **Bowditch**, Capt. Waldron, of Warren, Rhode Island. I went aboard on the 2d day of March 1854, and sailed on the 10th. We first went to the Bonin Islands...

...

[They cruised on the Japan Grounds, then into the Okhotsk Sea]

...

I was before the mast in the **Bowditch**, consequently my duties were a little different from the duty of a steward. I belonged to the waist-boat which was commanded by the second officer... The second officer's name was Sherman, of New London, Connecticut, and a very jolly, good-natured man he was.

...

[After Kamchatka, the ship went to Lahaina, Maui.]

...

¹ Ed. note: The island was either Agrigan or Gugan.

While stopping at Honolulu I dined with the King, whose house was as low as the others. I also dined with other nobility of the island. One week had passed, and I shipped in the whale ship **Dover**, of New London, which was bound home...

But alas! that ship did not take me home,—my voyage was not yet done... When we arrived at the ship we found that about half of the crew had refused duty, on account of the bad condition of the ship, as she leaked excessively.

....

[The ship called at the Marquesas, went around the Horn, and arrived at Rio de Janeiro on 23 February 1855. He was landed there and accused of being part of a mutinous group who had refused to clean old whalebone.]

...

Thus ended my career in whale ships...

...

[He later served aboard the Belgian bark **Lamence** (1855), the Swedish brig **Fray**, the British steamer **Royal Adelaide**, the English bark **Warrington**, the English steamer **Gertrude**, the steam packet **Vigilant**, the **Water Witch** (to London), the English brig **Orion**, until January 1856, the the **Orissa**. Finally, he boarded the U.S. ship **Sarah Boyd** (Nov. '56), then teh bark **Henry Shelton**, Capt. Burr, sailing for the U.S. in Feb. 1857. They arrived at New YOrk on the following 8th of April.]

Document 1853P

An old sailor's story, by Captain Allyn

Source: Captain Gurdon L. Allyn. The Old Sailor's Story, or A Short Account of the Life, Adventures and Voyages ... Including 3 Trips Around the World... (Norwich, Conn., Gordon Wilcox, 1879).

Note: The extract given here took place aboard the ship Nathaniel S. Perkins which he commanded. In 1853, she was a new bark, of 300-ton capacity.

Extracts from his book

...

[They left Honolulu for Japan in April 1853.]

On the twenty-fifth [of April 1853] we made the Ladrone Islands. We sent in our boats and obtained cocoanuts and bananas.

On the eight of May we made Long Island of the Kiu Kiu group.

...

[After a season of whale fishing in the Ockotsk Sea, the bark was back at Honolulu in October 1853. The next season was again off Japan and in the Ockotsk. In July, he met the whalers **E. L. Frost** and **Alice Frazier**.]

...

The wind continuing strong from the west, we concluded to give up whaling on the coast of Japan, and we bore away to the east-southeast, with a strong, fair wind, to look for sperm whales in the vicinity of the Mulgraves [Mili]. By keeping well to the south we ran out of the gale and took the wind from the northeast. Then by keeping close-hauled we made Boston [Ebon] Island, belonging to the RAllick group, situated in latitude five degrees fifteen minutes south [sic].

The natives came aboard; and learning that the Rev. Mr. Doane, with whom I was acquainted, was stationed there as a missionary, I sent him a note requesting him to come off, which he did the next day in a native boat. He invited me ashore and I accepted his invitation, and was well entertained by him and his estimable lady, a daughter of Robert Wilbur, of Mystic, Conn.

He had a comfortable dwelling, picketed enclosure, and he and his family were seemingly contented. Under his charge were some two hundred and fifty stalwart, fierce-looking, savage men, besides women and children, all of whom lived on two sandy cocoa-nut islands, neither of which would make a good-sized farms.

Mr. Doane informed me that these natives were quite adventurous; would fit out and voyage in open boats a distance of hundreds of miles, and after an absence of months would return safely. Their canoes are large and they are very expert in their management.

We found a canoe and crew of these natives, who had been blown away from home, at Wellington [Mokil] Island, which is over four hundred miles west of the Boston Islands.

We supplied the missionary with tea and sugar, and received in return all the coconuts we wanted, for he had thousands stacked in his yard.

Leaving our mission friends to their lonesome fate, we stood to the south to cruise for whales, but as the custom of northern whalers for years had been to proceed to the Sandwich Islands to recruit, my crew, instigated in part by my third mate, whom I had taken from the ship **Chandler Price**, began to show tokens of dissatisfaction and finally sent me a note, saying that they should consider themselves pressed men if I took them to the Ochotsk another season without visiting the Sandwich Islands. But as I had already been in two ports of Japan, I did not feel like going so great a distance thus late in the season to gratify them.

This being to January, A.D. 1859 [sic], and as our cruising was unsuccessful, I was not in the most thappy frame of mind, with the prospect of making a broken voyage and having a dissatisfied crew.

We touched at Ascension [Pohnpei] Island for wood and water, had a splendid chance for killing a large sperm whale, which would probably have made us a hundred barrels. But the big lubber of a boat-steerer was galliard, and although the whale was in an iron pole's length of the boat, the boat-steerer missed his mark, and this was very unfortunate, for such chances seldom occur. If we had killed one we should probably have found another; for whales seldom roamed singly. The capturing of this whale would probably have been as good as two thousand dollars to me, for I was the owner of one-quarter of the bark and was sailing her on a twelfth lay.

We entered the Japan Sea about the first of April; fell in with the **Rapid**, Captain West, taken nothing...

...
[He reached Honolulu in the fall of 1859, shipped his oil to New London by the bark **Siam**, Capt. Rice, took the bark **Tempest** [sic]¹ to San Francisco where he turned the command over to Captain Asa Fitch. In May 1861, Capt. Allyn joined the U.S. Navy...]

1 Ed. note: Thus it appears that the N.S. Perkins had been renamed the Tempest at this time.

Document 1853Q

The logbook of the ship *Martha* of Fairhaven, Captain Samuel B. Meader

Sources: Log 365 in the New Bedford Whaling Museum; PMB 264; Log Inv. 3083.

Notes: The first mates were: in 1853, Mr. Tripp; in 1854, Mr. Boll; in 1855 and 1856, someone else.

Extracts from this log

...

Monday Nov. 14th 1853

... At daylight, made Hope [Arorae] Island... Lat. 3°00' S. Long. 177°25' E.

[Crossing the International Date Line, and losing one day]

Wednesday Nov. 16th

... Ship surrounded with canoes. At 3, the canoes began to leave for their respective homes dist. 20 miles. Middle & latter parts, showery with thunder and lightning. At Meridian, heading in N for the West part of the Island. Lat. 2°57' S.

Thursday Nov. 17th 1853

... At 1 p.m., kept off N. Had a visit from the natives... At daylight, saw Rotch's [Tamana] Island to Westward. At 7 a.m., wore round heading off shore. The canoes came alongside. Brought 100 fowls, broom stuff, coconuts, etc. in return [for] payment [in] tobacco. had quite a heavy rain squall while on board. At 11, they all left and went on shore. Lat. 2°31' S., Long. 176°19' E.

Friday Nov. 18th 1853

... This day, we sailed round the Island...

...

Wednesday Nov. 23rd 1853

... Working up to the Island against a strong current, westerly. At Merician, Rotch's Island to Eastward of us 12 miles. Saw a ship in trading with the natives. Lat. 2°.31' S. Long. 176°00' E.

Thursday Nov. 24th 1853

... At 7, hove aback to Westward of Rotch's Island. At 11, lowered a boat and went on shore for fowl & taro. At Meridian, the boat returned with 155 [chickens] & 2 bbls taro. The **George Howland** [Capt. Wight of New Bedford] at the same time...

Friday Nov. 25th 1853

At 1 p.m., the boat pulled in shore again and at 5 returned with 200 fowl. Took up the boat & kept off N... Lat. 2°17' [S.]. Long 174°25' [E.]

...

Saturday Dec. 3rd 1853

... At daylight, saw the land, Ocean [Banaba] Island, to Westward. At 10 a.m., the natives visited us & brought fowl of which we bought 100 and paid in tobacco... Lat. 00°50' S. Long. 170°00' E.

...

Friday December 16th 1853

... At sunset, wore off shore of Pleasant [Nauru] Island heading ESE land dist. 8 miles. Latter part, heading in NW for the Island... Lat. 00°18' S. Long. 167°00' E.

Saturday December 17th 1853

... At sunset, had a visit from the natives which brought pigs, nuts, fowl, for which they wanted tobacco in payment. At 7, headed SSE... Lat. 1°09' S.

...

Tuesday Dec. 20th 1853

... Land in sight dist. 20 miles. At 4 p.m., had 2 whale boats to come alongside with 516 lbs hogs, 1000 nuts, headed by Harry Terry... Lat. 00°22' S. Long. 166°23' E.

...

Monday Dec. 26th 1853

... Spoke Ship **Philip Delanoye** of Fairhaven, 200 [bbls] S[perm] & 500 W[hale], Pierce, Master. Lat. 4°00' [N]. Long. 164°00' [E].

...

Sunday January 1st 1854

... At daylight, saw the land to the South, Ascension [Pohnpei] Island dist. 10 miles. Kept off and ran round on the NE side. At 9 a.m., lowered a boat and went on shore at Matalanim Harbor. Got the anchors off the bows.

Monday January 2nd 1854

... Laying off Matalanim Harbor. At sunset, the boat returned. Middle part, laying aback. At 7 a.m., came to at Roan Kiti Harbor. The **Philip Delanoye** in coming in struck on a rock & layed 3/4 of an hour. Latter part, getting casks ready for water.

Tuesday Jan. 3rd 1854

Employed watering Ship, painting bends. One watch on liberty...

Thursday January 5th '54

Took on shore 100 bbls of casks for fresh water. Latter, fine weather. Bought 382 lbs of pigs...

...

Saturday Jan. 7th '54

Took on board [a] few hogs and stowed away 55 bbls water and 10 bbls yams...

...

Tuesday Jan'y 10th '54

Took on board 12 bbls yams and 3 boatloads of wood. One watch on liberty...

...

Thursday Jan'y 12th '54

... Employed stowing away wood. At sunset, we had an arrival of a German barque to anchor. Latter part, employed stowing wood. ONE watch on shore...

Friday Jan'y 13th 1854

One watch on shore, the other stowing away wood. At 8 a.m., got under way and steered to the South... Shipped a boatsteerer, Ambrose Johnson.

...

Monday Jan'y 18th '54

... At daylight, saw the land, Young Williams [Mortlock] Islands. Luffed to the SE. At 07, hauled in shore until 9... Lat. 5°15' N., Long. 154°36' E.

...

Wednesday Jan'y 185h

.. Steering off with the land. At 4 p.m., had 3 canoes to visit us...

Thursday Jan'y 19th '54

Ship heading in for the Island. At 5 p.m., had a canoe to come alongside. Brought fowls & shells for which in trade iron hoop... Latter part, hauled to Westward... land dist. 8 miles.

...

Saturday Jan'y 28th '54

... At 9 a.m., made the land, Pelew [Palau] Island, to the Westward... Lat. 7°09' N., Long. 135°19' E.

Sunday Jan'y 29th '54

Heading in for the land. At 2, wore off shore, land dist. 10 miles with a bad reef half that dist. from Ship. At 4, wore in. At 6, wore off. Middle part, under easy sail. Saw one canoe & she appeared fishing. Latter, steering off N., land nearest 10 miles... Lat. 6°35' N., Long. 134°10' E.

...

Friday December 29th 1854

... Spoke Ship **Condor**, 1000 whale, Kempton... Lat. 1°16'00" S. Long. 178°50' W.

...

Thursday Jan'y 11th 1855

... At p.m., saw sail to NW. Hauled up. At 3, discovered her whaling. Lowered one boat, chased until dark and gave them up without success. [The] other ship, the stranger, is the **Omega** of Nantucket, Capt. Hawes, 60 bbls since leaving Sandwich Islands... Lat. 3°06' S. Long. 177°00' E.

...

Friday Jan'y 12th 1855

... At 11 a.m., made Hope [Arorae] Island ahead... Lat. 2°45' S., Long. by lunar 177°11' E...

Saturday Jan'y 13th 1855

... Heading in for Hope Island... 2 ships in sight... At daylight, saw Rotch's [Tama-na] Island to WNW... Lat. 2°.35' S. Long. 176°17' [E.]

Sunday Jan'y 14th 1855

Ship heading WSW with the land dist. 8 miles. The natives alongside with a few fowl... Lat. 2°.35' S. Long. 176°23' E.

...

Thursday Jan'y 25th 1855

... At 4 p.m., saw Ocean [Banaba] Island ahead... Latter part, headed in for the Island. At 11, lowered 3 boats and went in for wood. The **Omega** of Nantucket here with us...

Friday Jan'y 26th 1855

Ship laying off and on Ocean Island. At 4 p.m., took 3 boats of wood to the Ship. At sunset, kept off W... Lat. 00°34' S. Long. 167°44' E.

Saturday Jan'y 1855

... Latter part, in trading with the natives...

Sunday Jan'y 28th 1855

First part, took on board 5 boatloads of wood & 8 hogs, 300 nuts, [a] few fowls... Latter part, calm. Land dist. 10 miles...

Monday Jan'y 29th 1855

... Ship heading WNW. At sunset, tacked to NE, Pleasant [Nauru] Island bore NE by N dist. 18 miles... Lat. 00°.28' S.

...

Thursday Feb'y 8th 1855

... At 8 a.m., made Raven's [Ngatik] Island to SW. Kept off SW and ran for the Island. Lat. 5°55' N.

Friday Feb'y 9th 1855

... Running off for the Island. At 1/2 past 3 p.m., luffed to off the West part of the Island. Lowered a boat, went on shore at the village. At sunset, in shoving off one reef with a loaded boat, I got my boat lightly stove which caused us to remain on shore overnight. At daylight, 2 boats came on shore. Took in our things such as nuts, fowls, blocks, Larboard Bends from a wreck some 12 months since on the Island, Barque **Sarah Mooers** of San Francisco with 52 passengers, 10 Ladies. At 8, braced full, heading NW... Took [a] man on board to be landed at Guam, by name of John Tobin.

...

Sunday Feb'y 18th 1855

... At sunset, saw the Island Tinian to NW... At daylight, kept off & ran down on the side of the Island...

Monday Feb'y 19th 1855

... Ship running out by the Island Tinian on the E side... At Meridian, hove aback off the W side of the Island Rota in company with 3 other ships...

Tuesday Feb'y 20th 1855

At 1 p.m., lowered a boat and went on shore for fresh. At 3 p.m., I returned some[what] disappointed in my expectation. Kept off SSW for Guam... At daylight, kept off for the town. At 8 a.m., took a Pilot and kept off for the Lee Harbor for water... Shipped a man.

Wednesday Feb'y 21st 1855

At 1 p.m., came to at the Lee Harbor and commenced watering. At sunset, had 2 rafts on board of 100 bbls. Middle part, running & stowing water. Took 600 bbls potatoes on board. At daylight, sent in another raft. Took it on board at 7 and sent another at 10. Took it on board and got under way for the Harbor...

Thursday Feb'y 22nd 1855

... Ship working to anchorage. At 4 p.m., came to in 9 fathoms water. Latter part, layed the Ship out the larboard side to paint...

Friday Feb'y 23rd 1855

Fine weather. Painted Larboard bends. One watch on liberty.

Saturday Feb'y 24th 1855

This day gave the Larboard side bend a second coat of paint. One watch on liberty.

There are 11 ships at anchor with us...

Sunday Feb'y 25th 1855

.. Some of the ships [are ready for] going out and it [is] proposed to smoke ships all and every one in the harbor for runaways. So, the Ship is under smoke. One watch on liberty, the other on duty.

Monday Feb'y 26th 1855

Opened Ship. As yet ahve found no smoked men. Keeled Ship starboard and blacked the bends. ONe watch on liberty.

Tuesday Feb'y 27th 1855

... Painted the Starboard side the second time. One watch on liberty.

...

Wednesday Mar. 7th 1855

All on board excepting one man and Ship is all ready for sea...

Thursday Mar. 8th 1855

... At 2 p.m., the Pilot came on board. Got under way and went out. Middle part, worked up off the Town. Latter part, laying off and on for a runaway, William Russell...

Friday Mar. 9th 1855

... Ship laying off & on the land in company with 5 other ships. Took on board 50 pumpkins & 30 heads of bananas...

Saturday Mar. 10th 1855

At 4 p.m., came on board with the runaway and headed her off North in company with the **Jireh Swift** [Capt. Earl of New Bedford]...

...

Monday Mar. 12th 1855

... Put a man in the rigging & flogged him for desertion.

...

[The ships went on to the Bonin Islands where other whalers were met: the **Speedwell**; the **Favorite**; the **Vineyard**; the **Young Hector**; the **Rambler**; the **Leverett** of San Francisco; the **E. L. B. Jenney**.; the **Hope** of New Bedford; the **Elizabeth Swift**. In Lat. 29° N. and Long. 140°, the Martha encountered an English ship named **Lettand**(?), Captain Thomas Flavin, bound to Arica, Peru, from Amoy, China, with 600 coolies on board; they were probably on their way to the saltpeter mine fields. The Martha worked her way slowly to Hawaii, then went south to the Line.]

...

Tuesday Dec. 4th 1855

... At 4 p.m., spoke Ship **Alfred Gibbs** [Capt. Nichols', 13 months, 850 bbls... Lat. 00°30' S., Long. 175°27' W.

...

Saturday Dec. 8th 1855

... At sunset, spoke Barque **Canton Packet**, Borden, 8 weeks from S. F., 40 sperm... Lat. 00°.30' S., Long. 176°.33' W.

...

Friday Dec. 14th 1855

... Spoke Ship **Cambria**, Capt. Pease... Lat. 1°12' [S.], Long. 178°10' W.

...

Wednesday Dec. 19th 1855

... At daylight, saw a ship to Eastward... the **Joseph Meigs** [Capt. Coffin]... Lat. 00°47' S., Long. 179° W.

...

Tuesday Dec. 25th 1855

... At sunset, spoke **J. Meigs** & bought tobacco, cloth, twine etc...

...

Friday Jan'y 11th 1856

... At 9 a.m., raised whales to E going to Westward. Lowered away, chased until noon and gave them up with no luck. Whales as shy as hawks!... Lat. 00°04' S., Long. 179°16' E.

...

Sunday Jan'y 13th 1856

... At 1/2 past 1, the boats came on board without success. Turned them up on the cranes and painted them from black to a lead bottoms. We will see if there is anything in color of paint on getting to whales. Lat. 00°42' N.

...

Friday Jan'y 25th 1856

... At 2 p.m., passed a dead whale too old to cut... Lat. 4°30' S., Long. 176°34' E.

...

Monday Jan'y 28th 1856

... At 2 p.m., sung out for breaches to SE. Kept off and ran. Found it to be a small reef, sea breaking over it constantly but could [sic] nothing above water. It appears to break above 200 feet... Lat. by DR 5°00' S., Long. 176°39' E.

...

Saturday Feb'y 9th 1856

... Put a man in the rigging and gave him [a] licking for using a knife to his ship mate in a passion... Lat. 2°59' S., Long. 176°11' [E.]

...

Thursday Feb'y 14th 1856

...At 4 p.m., made the land, Ocean Island. At 9, hove to. At daylight, steered in for the land to trade with the natives. As there was no movement on shore by the natives, I should rather think the taboo is on. Kept off W by N, Lat. 00°36' S., Long. 169°23' E.

...

Saturday Feb'y 16th 1856

... At daylight, saw the land, Pleasant Island, to SE, Ship heading W with thick rainy weather. Wore off for the land. At Meridian, all the canoes off...

Sunday FEB'y 17th '56

... Ship laying off Pleasant Island trading with the natives. At 3 p.m., drove the natives off, braced full to WNW... Lat. 00°12' N., Long. 166°31' E.

...

Wednesday FEB'y 20th '56

... At 8 a.m., saw the land, Strong [Kosrae] Island, to N by W dist. 20 miles...

Thursday Feb'y 21st 1856

... Working up to Strong Island. At daylight, off the Weather part of the Island and steered off for the harbor. At 7 a.m., hove aback off the Bay. 3 ships at anchor, **Gratitude**, **Emily Morgan** and **Florida**. Some of them have been in from 4 to 11 weeks, wind bound.

Friday Feb'y 22nd 1856

... Had 2 boats to board us. Found there's not much to be got on shore and difficult getting out when ready for sea, I put my helm up and steered W by N at daylight, WNW at 10 a.m. Made the Island McAskill [Pingelap]. At Meridian, bore N dist. 8 miles Lat. 6°11' N., Long. 160°45' [E.]

Saturday Feb'y 23th 1856

... At 10 a.m., made Wellington's [Mokil] Island to SSW dist. 10 miles. Kept off and ran round on the W side of the Island.

Sunday Feb'y 24th 1856

... At 2 p.m., a boat came off from shore. At 3, lowered a boat and went on shore for fresh. Middle part, laying off and on... At 9 a.m., came on board with turtle, hogs, taro, fowl, bananas, nuts, etc.

Monday Feb'y 25th 1856

... At 1 p.m., kept off W by N... At 10 a.m., saw the land, Ascension [Pohnpei] Island, to South dist. 18 miles. Wore round and ran for it...

Tuesday Feb'y 26th '56

At 2 p.m., took a Pilot and at 4 came to in the Middle Harbor. Got a raft of casks ready to go on shore. Latter part, took 2 rafts of casks on shore for water, washed the larboard side and stopped a leak, a tunnel hole in her bows under the sheathing.

Wednesday Feb 27th 1856

First part, squally. Let go a second anchor, painted the larboard side bend. Latter part, showers...

Thursday Feb 28th 1856

... Took on board at 4 p.m. 100 bbls of water and started it overboard as it was brackish. At 7, the boat returned with 10 bbls of yams...

...

Saturday Feb'y 30th [sic] 1856

... Took on shore 2 rafts of casks for water. ONE watch on shore and other at work stowing away water. Latter part, took on board a raft of water. One boat returned with 7 bbls of yams, 200 nuts and sent another boat for more. One watch on shore.

Sunday March 2nd 1856

Employed stowing away water. Layed out the starboard side to paint...

...

Thursday March 6th 1856

One boat returned with 9 bbls yams and took from a canoe 16 bbls more. Latter part, took on board 3 loads of wood and began to make preparation for sea. Had a native, Thomas, to swim on shore last night.

Friday March 7th 1856

... At Meridian, got the Ship under way and went out. Sent the boat in for the kedge anchor and moorings. Had a man to desert, native, Thomas...

Saturday March 8th 1856

... Steering off by the land. At 5 p.m., Ship abreast Kitty Harbor. Lowered a boat and went on shore. 2 ships laying at anchor, **Young Hector** and **Janet**. Sent my boat off the **Young Hector** for safety supposing but at midnight the officer of the deck, Mr. Beader, with 3 seamen deserted with our boat, oars & sail. Latter part, Ship off and on, the natives in search of the boat, the **Young Hector** and **Janet** outside.

Sunday March 9 1856

... Ship off and on Kitty Harbor. At 8 p.m., the Mate, Mr. Hawn, in running for the **Young Hector** came in contact by misunderstanding of the helm's man putting his wheel the wrong way. Took off the Bow and Waist Boats and stove the Larboard. Done some other small damages about the Ship. Our Ship suffered considering in bends, bul-

warks and rigging, broke off Flying jib boom, spritsail yard, martin sail. Remained yard arm and yard arm for 20 minutes. Got the Ship sunege(?) somewhat and braced full heading off SW. Latter part, squall. At work fitting up our damages.

Monday March 10th 1856

First part, squally. All hands at work. Got out flying jib boom, spritsail yard and picked up part of a wrecked ship for fuel. Ship off the SE side of the Island in company with the **Young Hector**...

...

Thursday March 13th 1856

... At 8 a.m., went on shore in company with the **Young Hector's** boat to see what success with Nanakin in finding our boat. Found they had heard nothing of her. Sent a darkey, johnson, to a near Island 10 miles to look for her.

Friday March 14th 1856

First part, fine weather. Ship off & on Kitty Harbor in company with the **Y. H.**. At sunset, the boats came on board the **Y. H.** Left for the Line. At 1/2 past 1 a.m., the alarm was given by one of the men forward of the deserting of a boat's crew. Mr. Shearman, 3rd officer, having the watch [had] lowered the Bow Boat, brought a new one after slushing the blocks well and fell taking with him for crew 3 boatsteerers, Cook and one hand, 2 axes, 1/2 doz. knives, .arge ones, one musket and my whaling bomb lance-gun, boat comopass, boat hatchets and knives, lance pan(?) and about all of their clothing with a good stock of bread and water. At the same time, cut the davits, fell off the other boats, secreted the boats' pins, pugs etc. & they were so still in doing it and getting clear of the Ship that the helmsman knew nothing of it. They lowered themselves down to windward, Ship under double reefs, courses up, with a strong breeze and negged [=never?] they being seen by one of the hands, shoving out clear or stern off, Ship pulling to windward at the time, heading off shore dist. 1 miles. Made sail, worked her to windward and in shore. At 6 a.m., Ship in 5 miles off the cluster of islands [Ant Is.]. Had my colored man, Johnson, to visit us. Reports finding the runaway Veeder Boat on shore. Lowered down the Mate with bounty a keg of tobacco & 1/2 bbl of beef to going for her & pay...

Saturday March 15th 1856

... Ship off and on a cluster of islands 10 miles from the main to WSW. At sunset, the Mate returned with my first lost boat. Reports leaving the **Y. Hector's** deserters on shore and thinks there is a chance of shipping some of them which induces me to stop and see them to have talk. Middle and latter, working up to Rokitty [Roan Kiti] Harbor...

Sunday March 16th 1856

... At 9 a.m., off the harbor. Lowered a boat, went on shore...

Monday March 17th 1856

At 1 p.m., the boat came off and at 8 a.m., the boat went in. Ship laying off and on...

Tuesday March 18th 1856

... At 1 p.m., the boat came off with shipped men, Sand Shore, seaman, William Rabustu, Steward, George Bradford, seaman. Boat went in and at 5 p.m. returned with 3 more shipped men, George A. Veeder, 3rd officer, Patrick Donald, boatsteerer, Tom Batty, boatsteerer. Took up our boat and steered off SW. At 7 a.m., got out the 4th boat and its being all stove got in the Waist Boat to repair, got up the forge to work out pins for the boats... Lat. 7°7' [N.] Long. 157°13' [Ed]

...

Monday March 24th 1856

... At 3 p.m., saw the land to NW, weather part. Hauled up to pass to windward. At daylight, kept off for the village. At 10 a.m., lowered a boat and went on shore at Guam. One ship laying off and on, **Gratitude**.¹

Tuesday March 25th 1856

At sunset, the boat returned with a few sweet potatoes. At 10 a.m., the boat went on shore. At Meridian, took off 3 tons of beef...

Wednesday march 26th 1856

At 1 p.m., the boat went on shore and at Meridian the boat returned with a topsail, 4 men on shore, Sand Shore, seaman, Thos. Batty, B.S., Patrick Donald, Boatsteerer. George A. Veeder, 3rd officer, refused to come on board, got to fighting with the Police and was put in the Prison, the same 4 men that stole our Starboard Boat at Ascension the 8th of this month and thinking now they or these same rogues have caused the Ship expenses, detention and trouble enough to remain where they are for some time...

...

Friday March 26th 1856

At 2 p.m., the boat came off with 2 shipped men, William R. Martin, 3rd officer, and Daniel Taylor, Boatsteerer. AT 7 a.m., the boat went on shore...

Saturday March 27th 1856

... At 2 p.m., the boat returned with 2 shipped men, a native of the Island and George Douglas, Boatsteerer. Braced full, made all sail, heading to the NNW. The boat brought a few potatoes... Lat. 15°10' [N]. Long. 144°11' [E].

...

1 Ed. note: Then on another voyage, under Captain Cornell.

Tuesday April 1st 1856

... At 7 a.m., went on shore at Guam [sic]. Ed. note: The island must have been either Tinian or Saipan, given the latitude. At 11, the boat returned and stood to N.

...

[The ship went to the Bonins, where they spoke the ship **Illinois**. While working her way eastward towards Hawaii, the Martha ran into some interesting flotsam, in Lat. 33° N., Long. 162° E.]

Tuesday June 23rd 1856

... At 5 p.m., picked up a stern frame of a Chinese junk planking 51 inches thick, depth 17 feet, upper part 17 feet, some eaten by worms but it will make good fuel...

...

Documents 1853R

Creation of the De la Corte's Commission on the Marianas

R1. Introduction, by José Montero y Vidal

Source: His book entitled: Historia general de Filipinas, Vol. 3, pp. 176-178.

Note: An interesting aspect of this commission was the envy by other army officers on the appointment of Col. De la Corte, at a salary to be twice the salary corresponding to his rank, plus travel expenses. Their objections are on file in the Philippine National Archives.

Extracts from his book, translated by R. L.

...
By a decree dated 8 June 1853, General Urbistondo [Governor General of the Philippines] conferred upon the illustrious Lieutenant-Colonel of substantive rank, Captain of Engineers, Felipe de la Corte, an important commission for the Mariana Islands.

It was based on the desirability of bringing necessary reforms in the present administrative and economic system of those backward and faraway islands, by "avoiding," says the decree in question, "the constant increases in the expenditures made under their budgets, and by using the resources and elements that exist there, and which, if they are well used and directed, should cause a noteworthy decrease in the subsidy that is sent every year, and would be in time sufficient for the islands to take care of themselves... and, with reference to the Royal orders dated 12 May and 13 Decembver of last year... referring to the substantial naval expedition that the United States was making ready to go to Japan with the objective of forcing that empire to open its ports to commerce with that Republic, said expedition being expected to stop for some time in the Sandwich Islands, not far from the Marianas, and perhaps visit them as well, etc."

The Commissioner was also asked to see the local situation and decide that modifications were indispensable to make in the manner of governing and administering those islands; the elements of prosperity and development of the country; the efficient means by which to develop them in order to benefit both the natives and the public Treasury. He was to inspect the condition of the fortified places, and recommend the improvements or reforms that might be susceptible, the resources that could be depended upon, and those necessary for better defences.

He was also given very precise instructions with respect to all the points contained in his commission and the matters that were to be dealt with.

As communications with the Marianas were at that time very slow and the Commissioner needed to prepare himself by making a tour of all the administrative centers to pick up the communications and the information available regarding his commission, it happened that the term of [General] Urbistondo ended without De la Corte having begun his voyage.

The Marquis of Novaliches, who succeeded him, not only maintained said commission, but, given that the term of office of the governor of the Marianas having expired in the meantime, he appointed De la Corte to substitute him, by a decree of 19 October 1854.

By the time the Commissioner went there, in April 1855, Novaliches himself no longer governed these [Philippine] Islands, but the result of his commission and the study he made of the territory under his command was published in a comprehensive report entitled: *Memoria descriptiva é histórica de las islas Marianas* and other reports connected with it and their present organization, with an analytical study of all the physical, moral and political elements, and a proposal for reform in all the branches in order to raised the level of prosperity in each, as written by Lieutenant-Colonel Felipe de la Corte y Ruano Calderón, of the Army Corps of Engineers, Governor of said Islands, as a result of the commission that he was entrusted with by the Superior Government of the Philippines by decree dated 8 June 1853, and approved by Royal order dated 26 November of said year.—It was published in the *Boletín oficial del Ministerio de Ultramar*, Madrid, National Printing Office, 1875.

R2. The documents creating the commission, translated by R. L.

Source: Appendix to De la Corte's Report, pp. 243-251.

Document N° 1.—Decree of the Superior Government of the Philippines dated 8 June 1853, and instructions for carrying out the commission in the Marianas.

Superior Government and Captaincy General of the Philippines.—Government Section.—

On this date I have decreed what follows:

In view of the specific file that was opened as a result of a report issued by the Superintendence of these Islands on 3 June 1851, which proposed a few regulations and reforms that would be convenient, and even necessary, to introduce into the present administrative and economic system of the Mariana Islands, in order to bring some improvements and savings to that country, by avoiding the continuous increases in their expenditure budgets and by using the local resources that exist there, which, when used and applied properly, should diminish the subsidy that is remitted every year; in time,

such resources should make the islands self-sufficient, There should be taken into account the previous studies and reports that have been added to the file, as well as the Royal orders dated 12 May and 14 December of last year, that were sent to this Government by the President of the Council of Ministers, regarding the naval expedition that was being prepared by the United States against Japan to force that empire to open its ports to commerce with that Republic; it was presumed that said expedition would spend some time in the Sandwich Islands, close to the Marianas, and might even make a stop there. As a result of the preceding recommendation made by the Attorney General of this Government, I have decided to give a commission to Lieutenant-Colonel Felipe de la Corte, breveted Captain of the Corps of Engineers, who is the ideal candidate as he has the necessary knowledge and experience to fulfil such an important commission. He is to proceed to said Islands and remain there a sufficient time period, the better to enable him to make a full field study of the possible modifications that should be made to that government and administration, of the elements of prosperity that the country possesses, of the efficient means of developing them for the benefit of those natives and of the public Treasury. In addition, he is to made a survey of the situation and state of the fortifications, the improvements or reforms that should be made and the existing resources for a better defence system. It is to be understood that this candidate is to be the preferred candidate when the post of Governor of those Islands becomes vacant, if he should accept it, when the present Governor has fulfilled his term, without prejudice to a recommendation to be made to H.M.'s Government, should he wish to serve in another post or receive another reward.

To this effect, he shall take along the general instructions that were written and have been approved by a decree of today's date, in order to comply with same, and making recommendations to this Superior Government and Captaincy General regarding points that may be too important or delicate to resolve as to be beyond his attributions to fulfil. He shall made ready to leave by the first ship that will sail for those islands.

Please pass this decree to said La Corte, and please arrange for a copy of his appointment in due form to be forwarded to the Superintendent for his information and other persons that you think appropriate, in order for the payment of the emoluments to said Commissioner may be made without delay, as the importance of the commission so requires. Should any further instructions be considered necessary, for instance, in the financial area, His Lordship should be given a copy of the instructions already givene to the Commissioner, those that have to do with said Branch, and are in harmony with the recommendations made by his predecessor. You should also communicate with the Commander of the Navy, for the same purpose, as well as the Royal Audiencia, for what may be concern them, and with the Politico-Military Governor of he Marianas so that he may recognize him as such Commissioner and provide him with all the help and information that he will need, the better to fulfil his commission. Once this has been done, you are to pass the whole file, with a copy of the instructions that is to form part

of it, to the War Section for what may concern the military aspects, and it whal thereafter be returned to the Government Section where it belongs.

And I am transcribing the above for you to be fully informed and for whatever action may be required.

May God save you for many years.

Manila, 8 June 1853.

Antonio de Urbistondo.

[To] Lieutenant-Colonel Felipe de la Corte, breveted Captain of the Corps of Engineers.

Instructions given to the officer sent as Commissioner to the Mariana Islands.

Government, political and administrative part.

1° As soon as you get to the Mariana Islands, you shall try by all the means at your disposal and those that your interests and zeal may suggest to you, to find out the nature, inclinations, needs and other circumstances of the natives, so that, with full knowledge of their vices and virtues, the former may in time be overcome and the latter improved; this may be considered feasible, given that their character is said to be docile and peaceful, frank and their customs simple.

2° With the same interest and assiduity, and by making use of hard-working and intelligent persons, you shall inform yourself of the general products of the country, and those that might be produced, given the nature of the soil of different sites and islands, for the purpose of developing a more beneficial and useful agriculture.

3° Given that one of the main causes of the slow increase of population in the Marianas is the ease with which the natives there can be hired on board foreign ships that visit their ports, and the fact that many never return, this custom can continue, but under the following restrictions:

1) It shall be prohibited for any individual under 17 years of age to leave on board foreign or whaling ships;

2) For any individual 17 years old or over who has duties and obligations to fulfil, or whose absence would otherwise impose a burden on his family or creditors;

3) The Governor of the island may decide if it be prudent that the young men not included in the above restrictions may enlist to serve on said ships for a predetermined length of time, provided their parents, seniors or tutors be agreeable, and the contract be signed in their presence, as well as that of the local authorities and that of the captain of the ship; the particulars of the contract, including the time period and the services to be rendered, should figure in said contract, as well as the approximate time at which said captain, or his representatives, are to return the individual in question to the port where he was hired at, with a mention that he shall be responsible for any personal service that someone else may have to do on his behalf in his absence;

4) Upon finalizing the agreement, and so that it may not be illusory, a bond, based on the length of time and the type of services involved, shall be required to be posted by the ship captain, according to the best judgment of the Governor; this money shall be kept on deposit until such time as the conditions have been fulfilled at the satisfaction of the servant, when it shall be returned to its owner;

5) One necessary clause of the contract shall be that such individuals may not be obliged in any way to participate under any excuse in any system or type of religion other than those that belong to the Catholic, Apostolic, Roman religion that they profess; rather, they shall be allowed to practice their own religion and such practices are to be tolerated;

6) The Port Captain where such servants are hired from is to keep a faithful record of their departure and return, by taking into account the necessary advice from the Government.

4° It must be strictly prohibited for the crews to mix with the natives, beyond the short time required for mutual trade activities, and any ship deserter must be actively pursued until captured; upon being detained, the authorities are to be forward him to this Capital at the first opportunity, unless he can be turned over to a ship of his nationality beforehand.

5° Since a considerable decrease in the number of foreign ships visiting those ports has been noted in the last few years, the Commissioner shall investigate the causes of this situation, because a large part of the progress or decadence in the local wealth and commerce depend upon this.

6° There is a custom in the Marianas to the effect that new couples remain with their parents or older brothers and sisters, and that they all live at the expense of one member of the family who goes out to work; this has resulted in few houses being built, according to statistics. Now then, this custom should be discouraged little by little and without violence; this should be easily possible, as long as they are made to realize the necessity to work in order to acquire property, and once they have it, they can become independent of their relatives and live by their own means.

7° Another cause of the decrease of the population is the diseases and other ailments that flow from the abusive use of tuba; indeed, those natives are said to drink it excessively, to such an extent that they remain drunk for days on end, with serious damage to their own health, to their own interests, and to public order; this particular vice must be eradicated in time.

8° To this must be added the bad quality of the food they eat, and no doubt this is due to the ease with which it can be acquired; among this food is included the poisonous starchy root they call *federico*, from which those natives make bread, after they have removed the poison by soaking the root in water during a period from 15 to 20 days. Regarding this practice, the Commissioner shall spend some energy in trying to convince them to slowly give up the use of such articles that are damaging to health, as, according to reports, they are the root cause of local endemic diseases that have become

hereditary in nature, such as those that produce elephantiasis, and oftentimes a premature senility and early death.

9° Consequently, the Commissioner shall make special efforts to find out from knowledgeable local persons, and even to carry out experiments by himself, regarding the most productive methods of cultivating the lands and using the most adequate seeds for them, for example, wheat, corn, dry rice, healthy vegetables and fruits. He shall find out if there are better methods of getting rid of the rats, or at least to reduce their legendary numbers; according to a description made in 1827 by Don Manuel Sanz, sent to the Marianas with a commission from the Government, just one night is sufficient for a plantation that was ready to be harvested to be destroyed by them. There is also an abundance of mosquitoes and centipedes, but no serpents, quadrupeds or other harmful reptiles or insects.

10° Tobacco, Manila hemp, indigo, sugarcane and pineapples grow well and are of good quality in appropriate lands; that is why the authorities should take care to encourage the cultivation and development of these crops that are so important to commerce and to local use.

11° The Governor has allotted lands for the above cultures, and some field trials can be made there; to this effect, for this purpose, and for any other technical or manufacturing projects that might be undertaken, if it should be thought proper and useful to send some Chinese laborers, field workers or tradesmen and natives of these [Philippine] islands who would qualify for the development and prosperity of the country, recommendations can be made to this Superior Government.

12° Horned cattle, which is so useful in countries where they are raised, not only for work in the fields but also for the sustenance of those who inhabit them, and horses too, have suffered a noteworthy decrease in the last few years.

The Commissioner, therefore, shall apply much care in developing their numbers, by removing the causes that may have caused this decrease. Formerly, mules and donkeys were thriving in the Marianas, and a few lively specimens of both types of animals had even been brought over to these islands; however, at present, their numbers are almost non-existent, unless a careful management can regenerate them and make them prosper. This care is entrusted to the Commissioner. The same can be said of the pigs and chickens that are the main food of those natives and also their means of trading with whaling ships for other articles that they need, but they too have suffered a decline in numbers which must be solved at all costs, the better to multiply them.

13° The better to achieve the above-mentioned projects, it has been suggested to this Superior Government that two or three villages could be created to concentrate therein the population of the wards, dependencies and hamlets; indeed, there are over 800 hamlets located over a wide space. This measure would also make it easier to provide services such as police work and religious services by the Reverend Fathers; this would also mean a fairer distribution of communal work among them, a better maintenance of public buildings, bridges, roads, etc. However, to achieve this concentration, it will be absolutely necessary to inspect the land, its fertility, and other needs, so that the resi-

dents would not have to be coerced into the new settlements. The Commissioner shall put this arrangement into effect, if he should find it convenient, by applying all the finesse necessary to the exercise, but he should not rush into its application; indeed, this can best be done with persistence over a period of time, more like a marriage of convenience between the two interests of the people and of public administration.

Rather, for this idea to take root and eventually come to fruition, it is appropriate and even necessary to get the collaboration of the Reverend Fathers, whose number is very limited at present, whereas the presence of some religious persons would be required in the town or towns to be created. The Commissioner shall carefully examine this important point and recommend to me an increase in parish priests or missionaries, if considered necessary.

14° Leprosy is an endemic disease in the Marianas that should be prevented as much as possible, by avoiding the causes that produce it, as well as its propagation. For this purpose, there exist hospitals for lepers of both sexes with sufficient funds to attend to the sick, when feasible and circumstances should permit; and there is also a foreign physician established there with the permission of the Government, who is paid a salary and is re-imbursed for the costs of the required medicines and bandages, and also a physician's assistant with a monthly salary; both men make regular visits to people affected by elephantiasis and other diseases that might occur. This service is to be carefully maintained, to prevent the spread of such diseases, and to prevent confusion between those who suffer from elephantiasis and those who do not; in fact, when the last batch of prisoners were sent there, during the voyage they contracted scurvy and skin eruptions and it would not be surprising that some natives may now be suffering from similar ailments.

15° The Governor is hereby authorized to grant exemption, for a specified period of time, from communal services, to those who distinguish themselves by their activity in agriculture, industry or some trade, and can show proof of it by exhibiting their products, as well as to those who maintain a certain number of cows, horses, pigs, chickens, etc. or otherwise exploit the land in a proper and convenient manner, and to grant any other reward that might be considered appropriate to stimulate work and to produce some specified result.

16° There are seven foreigners who have settled in the Mariana Islands, some with the permission of the Superior Government, others whose presence had been tolerated as a result of good reports about them. The Commissioner shall observe, with due prudence and reserve, their moral and political conduct, as well as whether or not to provide useful services to the local population, and if their permanent stay there is convenient; and he is to submit a report on his observations and anything worth mentioning to this Superior Government for whatever purposes, but it is worth mentioning here that, after three centuries since the conquest of those islands, there is no record of any native having been educated and trained to become public servants.

17° In the island of Saipan, there are also settled there with superior permission, a total of about 300 Carolinian refugees, who attend school and are given instructions in

the mysteries of our holy religion. Perhaps, they should be transferred to the city, or else they should become part of one of the towns, or form one of their own, in the vicinity of some other town, for the purpose of getting them to contribute something useful. Such is the opinion expressed in a recent report submitted by the Superior of the Recollect Fathers.

18° It is specially recommended to the Commissisoner that he should try and find out if those natives are being abused or bothered, in their persons or interests, by persons in authority, or with influence or power, and if agreements and contracts made with them discriminate against them or treat them as should be; indeed, some islanders have registered some complaints against the trading house of San Juan and Co., established there, and requesting the cancellation of some contract made between the petitioners and said house regarding the occupation of some lands and the breeding on them of some cows and pigs, or for a division of the profits, and it appears that some stipulations were not respected; such demands led to a law suit in which the Governor passed a sentence, cancelling the contract but forcing the petitioners to pay the court costs, as a result of which some abuses were indeed committed and this Superior Government was forced to make a few remonstrances to that Governor. He is to investigate the case confidentially and for some time and observe the behavior of the representatives of said House in their personal dealings with the natives, as well as that of the foreigners who visit those islands, and if said representatives, employees, agents, etc. of said House treat the Governor with the respect and consideration due him and the other authorities as well.

19° He shall investigate the condition of the schools, the aptitude of the teachers, and if the students are learning what they should. In Agaña, there is a College called San Juan de Letran, founded by Queen Maria Ana de Austria, for the purpose of providing elementary education to those natives. He has 30 boarders, and some students who live in the city and its vicinity; said institution is financed by its foundation, which is managed and supervised by the Governor, as Vice-Patron, and an Administrator who resides in this Capital; however, as a result of a Royal order, some changes have been proposed in the education system for it, and we are awaiting a royal decision in the matter. Therefore, he shall examine the type of training that is provided in said institution, to see if it is useful or appropriate for the country, and what method is followed for the admission of boarders.

20° In the island of Rota [rather Tinian], there is an Administrator appointed by the Governor, with a salary of 12 pesos per month, whose objective is to collect meat which is loater sold at public auction, and whose profit is applied to the benefit of the lepers.

21° In the island of Rota, there is a similar Mayor with the same salary, also appointed by the Governor, from among the most worthy residents; his job is to look after those poor people, who cultivate the soil and spend their time raising cattle or at some industry. The Commissioner shall study the situation to see if such establishments are necessary, and if they meet the purposes for which they were created, as well as to determine if both civil servants are behaving in a fair, disinterested manner and treat well

the people under their care and the government employees paid for by the Treasury, as expected by the Government.

22° Formerly, it was customary to remit a subsidy to the Marianas, every year, or every two or three years, in the form of basic merchandise that was sold in an open store under the care of the Financial Administrator residing there; as a result of the Regulation of 1828, it was decided to send this subsidy half in money and half in merchandise; later on, considering that much of the merchandise remained unsold and had to be sent back to Manila at a considerable loss to the Treasury, on account of the transport costs in both directions and of the damage done to the goods themselves, it was decided to send the subsidy entirely in money. More recently, however, it was requested by most of the leading citizens, the officers of the garrison, and the Governor himself, that the old store be re-established; but the Treasury office has so far not taken a decision in this matter. The Commissioner is to pay particular attention to this problem, because, one way or another, some great disadvantages and evils can result from it. If the whole subsidy (as long as it be necessary) be sent in money only, it will end up in the hand of some merchant who would establish himself there, as is the case at present, and the Indians would pay the whatever prices would be demanded in an exclusive store; if it be sent only in the form of merchandise, which is costly for the Treasury, there is almost the same disadvantage in reverse, that is, there would be no money in circulation, and the natives would be forced to do without what they need, or make untold sacrifices in order to acquire a shirt or a pair of pants to cover their nakedness.

23° To determine interesting points and serious questions, the Governor can call on a Council composed of the parish priest of the city, the Administrator of the Royal Treasury, and two honorable citizens from the community selected by the Council itself; appropriate decisions are taken, the minutes of the meeting are recorded, actions are taken if the circumstances dictate, and reports with recommendations are submitted to the Superior Government when necessary.

This arrangement is a good basis for further regulations and measures designed to eliminate indolence, laziness and apathy on the part of the natives, and to direct them towards some useful occupations, so that they might eventually fulfil their own needs and create their own products and industry, thus relieving the State from this burden.¹ Centuries have passed, and the State continues to pay for the upkeep of that country and the relief of its inhabitants, As soon as the Commissioner, as a result of his own observations and investigations, of the reports that he might receive and other information, and the background that he will acquire after some stay there and the experience that he will gain, shall make recommendations to this Superior Government regarding the advisability of adopting the following measures:

1 Ed. note: These last few words were missing from the printed version in Spanish, but appear in the original manuscript from the archives.

1) Regarding the imposition of a tax of two or three reals per year, so that the natives can get used to work to pay it, in money or in merchandise, according to their own choice and advantage;

2) An imposition of half a real to the community fund for the purpose of covering the cost associated with projects for their own benefit and that of the towns themselves;

3) Another half a real as a Sanctorum tax, for the maintenance of the divine cult and of the churches;

4) Regarding the monopoly tax on alcoholic drinks, such as coconut brandy, and rum, which is recommended by Art. 4 [rather 8] of the report of the Superintendent (copy enclosed), or if it would be more convenient, once and for all, in order to discourage the use of spirits, to impose a tax of one real per year to be paid for each, or every two or three, coconut trees dedicated to produce tuba, as was recommended some time ago;

5) If there would be any difficulty in putting into practice the recommendations made by the Superintendent in the following articles of the above-mentioned report, without causing any impediment to the commerce from visiting ships, the better to stimulate the application and industry of the natives and residents of the Marianas, whose circumstances were taken into account when Art. 11 of the Regulation of 1828 was written, following a consultation with the Administrator of the Treasury;

6) Lastly, To propose what fees should be paid by ships visiting the Port of San Luis de Apra, or other port of those islands, by way of pilotage fees for entering and leaving said ports, according to the draught of said ships, after consultation with the Port Captain, and keeping in mind what is said in the previous article.

Military part.

1° The Governor is to continue to act as Administrator of Justice for now.

2° He shall continue to receive an allowance of 500 pesos per year, as stated in Art. 1 of the Regulation of 1828 that is in effect, to cover his expenses during the voyages of inspection undertaken every year along the coasts of Guam and the islands of Rota, Tinian and Saipan, unless he was actually unable to carry them out, and reports submitted of the results thereof.

3° Since it has been recommended that the posts of Sergeant Major and Adjutant be eliminated, as they are considered unnecessary, the Commissioner shall submit a report to the Captain General here, about whether or not this measure should be taken, in view of the services rendered by the officers in question and the need that may exist for them under extraordinary circumstances; for instance, the former could be retained, to replace the Governor in case of the absence, death or some other cause affecting him, and also keeping in mind that the Adjutant does not come from the Army, but from the leadership of the local garrison, whose officers reside there but receive for the most part salaries according to their employment.

4° He shall carefully watch the operations of said Company, their training exercises, weapons, uniforms, discipline and internal affairs, and if its strength is sufficient for the preservation of the islands and to maintain public order, in case of an unexpected rebellion, and studying their resolve and spirit.

5° With equal attention, he shall make a study of their salary structure, and whether or not it is adequate for the soldiers to maintain themselves and if, in a normal situation, when the service is light, the company can suffer some decrease in effective numbers, to allow some members to work in their fields, or to occupy themselves in some business of their own making and on their vacation time, provided that that is no extra duty required, as now, such as the custody of some convicts.

6° As in the provinces where the standing companies have been converted into Police Units, there was no such conversion made in the Marianas; should he think it proper to achieve such a re-organization, for whatever special purposes, he shall give his advice to this effect.

7° He shall also give his opinion as to the desirability of having a regular army detachment posted there, for any special cases that might occur, and if so, what it should consist of, and keeping in mind the costs that the Treasury would have to pay, compared with the benefits that might accrue to the needs and security of the country.

8° This troop, should it be posted there, would be made up of honorable workers and tradesmen, who would be relieved every afternoon, could take over the duty of guarding prisoners who are already there, or might be sent there, or be assigned to some preferable duties, such that the individuals in question would fulfil the double purpose of being useful to the country when they are not in service, and might settle there after they have completed their tour of duty, thus benefiting the country with their work and industry by contributing to its civilization and prosperity; still, they could be called upon to active duty and thus provide a better service than the less well trained soldiers, and in such a case the officers of the garrison would become unnecessary, since any of the non-commissioned officers who would be sent could fulfil such duties without calling on the troop itself.

9° There is also a battalion composed of six companies of Urban Militia, re-organized in 1847, and later approved by Royal order. The Commissioner shall find out whether or not it is necessary to continue to use said battalion, if the new organization is convenient, if the troop receives the required training to fulfil the needs of the service to which it might be assigned under extraordinary circumstances, and in everything else that might apply, and informing the Captain General of his opinions.

10° The Commissioner shall inform himself of the details and circumstances regarding the points that are defensible, the type of fortifications, purpose of the defences such as those with guns, the guns themselves, the ammunitions and other war materiel, storage places, spares, etc., and reporting to the Captain General on the most interesting details thereof, in addition to his opinion as to whether or not the present ports are sufficiently defended.

11° The establishment of a penal colony could some day be appropriate and even necessary, to receive prisoners convicted of serious crimes; to this effect, the Commissioner shall examine the idea of such an establishment and how it could be safely done, and, if such convicts could be employed to good use in order to compensate the Treasury, such as employing them in fields owned by the government or the Governor, under the competent supervision of some person knowledgeable in agriculture or whatever other occupation to which they would be assigned, thus paying for their own maintenance, yet be locked up at night, in a secure location.

12° As it is not possible to determine from here a set of more detailed regulations that might seem required, and much less decide what should be done in all branches of the government and administration of those islands in the different cases that might occur, the more so in the case of a country hardly ever visited by superior authorities, and about which even those who served there as Governors for some time are not always in agreement as to the best measures to be taken, in their reports to the Superior Government, much is expected from the Commissioner, given his knowledge and experience, ability and intelligence, honesty and hard-working character. He is to bring to bear all his talents, interest and zeal to the better service of those inhabitants, the happiness of those people, and the prosperity of those islands. May he fulfil the objectives that this Superior Government had in mind when it selected him for this commission. There are no doubts that the results will be as beneficial as expected, and that H.M. will eventually recognize his services with some adequate reward.

Manila, 8 June 1853.

Urbistondo.

[Enclosure:]

Secretariat of the Captain General of the Philippines.

Copy of the the Consultation of the Superintendent that is quoted in paragraph 4 of the above, in which he said what he thinks regarding the subject matter at hand.

...

6° There shall be established in Guam and other convenient points a monopoly tax on coconut brandy and rum, based on prices paid for them when sold by public auction in this capital, and managed by a subsidiary council that would meet at Agaña, but when this cannot be done under reasonable conditions, the sale shall take place under the supervision of the Administrator of the Treasury residing in said island.

7° In case the monopoly tax be fixed by selling the stocks by public auction, the contractor shall be provided with the necessary quantities of coconut brandy and rum at cost price, plus a 20% surcharge.

8° If, once the monopoly tax is established, it is found to be convenient to distil the necessary brandy for local consumption in the islands, there shall be promoted by the Administration, or by the contractor if it be a monopoly arrangement, and the Superintendent shall decide what is proper, after a hearing of the general monopoly offices.

9° The foreign ships that may visit San Luis de Apra, Umatac or any other anchorage, to rapair damages, shall paytwo reals per ton and eihrt reals if they unload their load, all of them being subject to pilotage fees and for any other service provided by the Governrnt; whaling hsips shall always pay two reals per ton.

10 and 11° For the security of the funds thus paid, the Captains shall provide security funds of 200 pesos, failing which they are to deposit with the Governor the ship register and otheer papers, and such documents shall not be returned to them without a certificate from the Administrator of the Treasury stating that tonngge fees have been paid.

12° Spanish ships visiting the above-mentioned ports for any reasons mentioned in rule n° 10, shall pay half of the fes charged to foreign ships.

13° Any legal articles of commerce introduced into the Marianas shall be free of any import taxes, and the exportation of local products shall also be duty free.

14° Any surcharge that may henceforth be imposed on ships shall not take effect until after one year has passed after their publication in this capital and at Agaña.

15° The number of tons mentioned in the ship register, list or docket of the ships, shall determine the basis for computing the unique tonnage tax imposed on ships, and its collection shall be the responsability of the delegate Administrator of the Treasury, who shall submit a monthly report to the Governor, stating the name of each ship, her nationality, name of her captain, tonnage and amount collected in each case; if he should have reason to doubt the declared tonnage, he is to mention this doubt to the captain for him to make a proper declaration of same, failing which he shall maake his own measurement by applying the simple formula that will be provided him, and the captain shall have to abide by it.

This is a copy.

Bulnes.

Document N° 2.—Appointment of the Commissioner as Governor of the Marianas.

Captaincy General of the Philippines.—

On this day I have decreed the following:

The six-year term of Lieutenant-Colonel of Infantry, Don Pablo Perez, having expired on 8 September last, and it being convenient for Lieutenant-Colonel Felipe de la Corte, Captain of the Corps of Engineers, and Commissioner sent to those islands by decree of my predecessor dated 8 June 1853, approved by Royal order dated 28 November of said year, I have decided to grant to said La Corte the said government of the Marianas with the perquisites of said post.

Please advise the respective authorities and superior officers, send the corresponding letter of appointment to the appointee, and report same to H.M.

I forward same to you and for whatever purpose concerned, enclosing said letter of appointment.

May God save you for many years.

Manila, 19 October 1854.

The Marquis of Novaliches.

[To] Don Felipe de la Corte, Ceommander of Infantry and Governor-elect of the Marianas.

Document N° 3.—Declaration as to the continuance of the commission.

Superior Government of the Philippine Islands.

I have received your communication dated 23rd of this month, asking my Authority whether or not there subsists the commission that was issued for the purpose of exploring the condition of all the branches of public administration in the Mariana Islands, correcting the vices that it suffers from, and making recommendations to the Superior Government with regards to the measures that might not be within his purview, in accordance with the instructions that were approved by H.M., so that, by making some modifications and reforms, those islands can onde day survive by their own resources and relieve the Treasury from the large sums sent yearly for the sustenance of the employees and other needs of the natives, said commission having been given to you by my predecessor by decree of 8 June 1853, approved by Royal order of 26 November of said year.

Since this commission was approved by Royal order, as it was considered beneficial to the public service, said commission which was given to you must continue; indeed, the post of Politico-Military Governor of the Marianas, instead of being an obstacle, is a very efficient method of achieving the aims of the commission itself, since you may now dispose of the best means of doing so within your attributions, in order to get the favorable results that the Government of H.M. no doubt expected when it granted said commission approved by my predecessor. May God save you for many years.

Manila, 26 October 1854.

The Marquis of Novaliches.

[To] Felipe de la Corte, Commissioner for the Mariana Islands.

Document N° 4.—Royal order of 26 November 1853 approving the commission.

Superiro Government and Captaincy General of the Philippines.—Government Section.—

The President of the Council of Ministers has sent me the following Royal order dated 26 November last:

“Your Excellency:

“After the letters of Y.E. dated 8 and 15 June last were forwarded to H.M. the Queen (may God save her), regarding the eappointment of breveted Lieutenant-Colonel, Captain in the Corps of Engineers Felipe de la Corte, for carrying out a commission in the Mariana Islands, whose objective was being able to judge more readily the modifications that should be made to that government and administration:

“H.M., having been made aware of the contents of said letters and of the instructions attached to them, has not only been pleased to approve the appointment of De la Corte for that commission, but also the instructions that Y.E. wrote for him; it is also H.M.’s will that you should report on the results of said commission, and she promises to reward De la Corte for it.

“By Royal order I transmit same to Y.E. for your information and corresponding effects.”

And I transmit it to you for your information and action, hoping that your zeal will lead you to carry out this important commission well, and that the results of your work will fully satisfy the expectations of H.M. eventually, please be assured that this Superior Government will not fail to recommend your services to H.M. for a deserved reward.

May God save you for many years.

The Marquis of Novaliches.

[To] Don Felipe de la Corte, breveted Lieutenant-Colonel, Captain in the Corps of Engineers.

Document 1853S

Journal on board the English brig *Betah*, Captain Woodin

Source: Ms. logbook kept in the Crowther Library in Tasmania, #C2405.

Journal on Board the English Brig *Betah*, Capt. E. Woodin, on the Voyage from Hobartown to China.

...

November 1853.

In the port of Hobartown.

Tuesday the 15th.— The ship is lying to anchor for 30 fathoms chain of starboard anchor. William Beck and I¹ came on board and 3 men besides us.

...

Monday 28.—Took a stuart [sic] and second mate² on board...

...

Friday 9 [December 1853].—6 o'clock in the morning, held the vessel outside for sail. 2 o'clock, the pilot came on board, but there was strong sea breeze and we did not go.

Saturday 10,—In the morning 2 o'clock it was ---, put a warp out and set our sail.

December 10, 1853.—2 o'clock in the morning, brought a warp out and set sail; light southerly breezes...

...

January 19, 1854.—... 6 a.m., Wellington [Mokil] Island in sight. [9 a.m.] Now lying to for the topsails and trading with the natives close under the island. [1 p.m.] Kept off again and set all sails... [3 a.m.] The island Ascension [Pohnpei] in sight. 11 a.m., anchored in the ahrbour of Ascension in 22 fathoms water for 55 fathoms chain. Furled the sails.

1 Ed. note: This was probably the Chief Mate, as the handwriting is not Woodin's.

2 Ed. note: This was probably John Davy, as noted on the flyleaf of the logbook, and the man who became a permanent resident of Koror, Palau.

Saturday the 21.—Put out the longboat and was busy with different things. Cleaned the ship inside and outside.

Sunday 22.—Kept holiday.

Monday 23.—Fetched firewood on land.

Tuesday 24.—Fetched firewood on land, and put the longboat in again. Made ready for sail.

Wednesday 25.—In the morning weighed anchor and sailed out [of] the Middle Harbour. 1 o'clock, was by the entrance of the Lee Harbour. The wind was not fair that we could go in, was laying off and too [blank] for the topsails. The afternoon and all night over. Next morning.

Thursday 26.—The wind was fair and sailed in. Anchored at 8 o'clock in the Lee Harbour in 8 fathoms water for 25 fathoms chain of starboard anchor. Furled the sails.

Friday 27.—In the morning, weighed anchor and sailed out the harbour, light easterly breeze.

Obs. N. Lat. 5°43'. East Long. 158°16'

...

January 28 ... Lat. 6°58' Long. E 156°10' ...

January 29 ... Lat. 7°3' Long. E 153°50' ...

January 30 ... Lat. 6°25' Long. E 151°52' ...

January 31 ... Lat. 6°31' Long. E 149°14' ...

February 1 ... Lat. 6°45' Long. E 146°33' ...

February 2 ... Lat. 6°55' Long. E 143°30' ...

February 3 ... Lat. 6°55' Long. E 140°44' ...

February 4 ... Lat. 7°15' Long. E 138°0' ...

February 5 ... Lat. 7°14' Long. E 134°50' ...

February 6, 1854

... 3 a.m., furled the topgallant sail and hove her to. With daylight had the Pelew [Palau] Islands in sight. 10 a.m., anchored outside the harbour in 11 fathoms water with 30 fathoms chain of starboard anchor. N. Lat. 7°14'. Furled the sails.¹

¹ Ed. note: This corresponds to Shonian Harbor, G-22 in Bryan's Place Names.

Tuesday 7.—6h in the morning, weighed anchor and set sail. 9h anchored in the harbour in 15 fathoms water with 45 fathoms chain of starboard anchor. Furled the sails, put the small boat out and cleaned the vessel outside.

Wednesday 8.—Took about 8 tons fish on board.¹ In the evening the men were allowed to go on shore and take a bath. Three of them stopped ashore till next morning at seven o'clock Heat, Johnson and Watson.²

Thursday 9.—Loaded some oil and a quantity [of] shells.

Friday 10.—Threw some ballast over board and loaded some oil. Tared the vessel outside.

Saturday 11.—Stowed the shells in the hold, filled our water, cleaned the vessel in and outside.

Sunday 12.—Kept holiday.

Monday 13.—IN the morning, washed deck, took a quantity [of] oil on board.

Tuesday 14.—Two men were paid off and went in the schooner. Were busy with different things.

Wednesday 15.—The men were on board to rig the schooner.

Thursday 16.—Washed deck. Made ready for sail.

Friday 17.—Wind S East, squally and rain.

Saturday 18.—Wind South and SW. Heavy rain the night and all day.

Sunday 19.—Wind N East. 6h in the morning, weighed anchor and set sail. 8h was outside the reefs, steered along the shore S Westerly. 12h N. Lat. 6°59' and East Long. 134°21'.

...

[On February 26, the BAtan Island was sighted. Hong Kong was reached on March 2nd. Shanghai was also visited before the return passage to Tasmania.]

...

1 Ed. note: By 'fish' is meant beche-de-mer, or trepang.

2 Ed. note: Peter Johnson was a Swede who again travelled with Woodin, 8 years later (see Doc. 1861A).

2 July 10°55' & 154°10' E.

3 July 9°57' & 154°12' E.

4 July 8°44' & 154°28' E.

Wednesday 5th July 1854

... At noon light breezes and cloudy. Lat. obs. 9°0'19" N., Long. per chr. 155°1' East. At 1 p.m., light breezes and cloudy with passing showers of rain. At 2, do. weather. At 3, moderate and cloudy weather. Ship to the southeastward. At 4, steady breezes and cloudy. Bordelaise [Oroluk] Island S by E dist. 75 miles. At 6, strong breezes and squally...

...

Thursday 6th July 1854

... At 8:30 made the Island Bordelaise from the topsail yard bearing SW by S about 5 leagues. At 10, light breezes and clear. At 11:30, tacked ship to the northeastward. East end of Bordelaise reef SE by E from the topsail yard. At noon, light winds with a short sea from the northeastward. Island Bordelaise SW about 8 miles. Lat. obs. 7°41'1" North, Long. per Chr. 155°24'0". At 1 p.m., light winds and variable with a confused short sea. At 2, do. weather. At 3, tacked ship to the eastward. At 4, light breezes and clean weather...

...

7 July 7°24' N & 155°45' E

8 July ... [missing data, not microfilmed]

9 July ... [id.]

10 July 3°55' N & 156°57' E

11 July 2°56' N & 158°17' E

12 July 2°15' N & 158°35' E [a storm in progress]

13 July 2°22' N & 158°41' E [id.]

14 July 0°57' N & 158°52' E

etc.

...

[Note: Captain Woodin next sailed in the barque **Eliza Jane** in 1855-56.]

Documents 1854A

Arrival at Guam of the would-be U.S. Consul Masters and his secretary Van Ingen

Note: Captain Masters, as he admits himself, was considered only a U.S. commercial agent by the Spanish authorities, not a recognized consul with diplomatic status.

A1. Their arrival at Guam—Letter from Governor Perez, dated 7 December 1854

Source: Agaña archives, circa 1900; transcribed by Lieut. Safford (see his Papers in LC Mss. Division, Washington).

Original text in Spanish.

Exmo. Sor.

El día 25 del mes pasado llegó a esta Ysla Mr. Samuel J. Masters, agente comercial de los Estados Unidos de America y su Secretario D. G. S. Van Ingen, con pasaporte de ese Superior Gobierno y Capitanía General como V.E. me dice en su Superior oficio del 10 del mismo mes.

Respecto a la Superior comunicacion de V.E. de 21 de Octubre en la que me transcribe lo que V.E. comunico al Encargado del Consulado de los Estados Unidos de America en esas Yslas sobre el mencionado Mr. Samuel J. Masters, dare el entero y debido cumplimiento.

Dios guarde a V.E. muchos años.

Agaña 7 de Diciembre de 1854.

E. S.

P. P.

[A] E. S. Gobernador y Capitan General de las Yslas Filipinas.

Translation.

Your Excellency:

On the 25th of last month there arrived at this Island Mr. Samuel J. Masters, commercial agent of the United States of America and his Secretary Mr. J. S. Van Ingen,

with a passport issued by that Superior Government and Captaincy General, as Y.E. tells me in your Superior letter of the 19th of the same month.

With regards to the Superior letter from Y.E. dated 21 October in which you copy another that Y.E. sent to the Chargé d'affaires of the Consulate of the United States of America in those Islands regarding Mr. Samuel J. Masters, I will comply with it entirely.

May God save Y.E. for many years.

Agaña, 7 December 1854.

Excellency,

P. P.

[To] His Excellency the Governor and Captain General of the Philippine Islands.

A2. Bio-sketches of Samuel J. Masters and Van Ingen

Sources: Articles published by Dr. Ballendorf and copies of papers from the U.S. Archives kept at MARC, University of Guam. Lieut. Safford's comments.

Samuel J. Masters was born in Rensselaer County, New York, in 1801. His father was a politician with influence in Washington. His earlier career was that of a sailor, rising to captain, in the mercantile navy trading in the West Indies. His first official appointment was that of U.S. Merchant-Consul in Demerara, then Captain Masters served for a short time as Police Magistrate in Lahaina, Maui, Sandwich Islands, before seeking, and obtaining, the post of Consul of the United States in Guam; his papers had been signed by the Secretary of State, William D. Marcy, during the term of President Pierce.

The Spanish administration in Manila, and Guam, was not in favor of having such a consul located in Guam. Masters' conduct there was never approved of, specially what he did during the visit of the **USS Vandalia** to Guam in July 1855. He was soon pressured to leave the island, which he did.

Safford makes the following comments regarding his countryman: "Masters proved to be very obnoxious to the Spanish authorities, and he and Van Ingen has a row. In a statement made by Masters afterwards, he says: "Mr. Van Ingen came to this island on his own account to seek an occasion for going into business. I had made no contract with him to act as my secretary. He considered himself amply paid for the few services rendered me in being granted permission to come here under cover of the title of Secretary of Consulate. He knew very well that he would not be allowed to remain in any other way.""

"Masters and Van Ingen boarded with the Administrator, Don Felix Calvo, with Masters paying for Van Ingen's board. Masters said afterwards that Van Ingen had come to get all the information he could as to what nature and what amount of trade could be counted upon, simply making a convenience of Masters, against whom he afterwards put in a claim for \$345.00 in addition to his private expenses, for services rendered during three months, from December 1, 1854 to March 1, 1855, \$300 plus

15% which he paid to Captain Earl of the Schooner **E. L. Frost**, for advancing him this amount. Masters said that Van Ingen left him in the middle of his busiest season, at the time when the whalers were in harbor. This must have been on March 1, 1855, when Van Ingen returned to Honolulu and laid in a supply of goods from the store of Thomas Spencer & Co. of that place. He came back to Guam in the Schooner **E. L. Frost**, and on December 12, 1855 Don Felipe de la Corte, who in the meantime had become Governor, forwarded a petition to Manila in which Van Ingen asked leave to establish in Guam a commercial house for the sale of naval stores.”

A3. Some documents from the U.S. National archives

Petition of Captain Masters, dated Lahaina 26 August 1853

Lahaina, Maui, Sandwich Islands, 26th August 1853

Hon. Wm. L. Marcy
Secretary of State

Sir:

From the distinguished position which you so justly occupy as Secretary of State and the kindness which you extended towards me when in application for the consular agency at Demorara, I was induced to request my friend to solicit your influence in my behalf with the President and his cabinet for the appointment as consul at this port or Talcahuana, Chili. Those appointments having been given to applicants from other states, I have no reason to complain.

And having been induced by John Dickinson and other distinguished gentlemen from our state I am again induced to solicit the appointment for some other port on this side of the globe. The appointment for the port of Hilo, Hawaii, has not yet been made, it is not worth more than two hundred and fifty dollars a year but if the Hawaiian Government would place it in the same footing as this port by allowing whaling ships to discharge and ship their seamen there, which is vitally important to the whaling interest, it would be worth more for the harbour is far superior to this and supplies much cheaper. Our consuls here and at Honolulu would naturally oppose this measure for it would affect their interest and they will afford to dispense with a few ships for this consulate has been made to pay twelve or fifteen thousand dollars a year and Honolulu more, and should I receive the appointment for Hilo with a little assistance from the commission I could have sufficient influence with the Hawaiian Government to affect it. But should prefer the appointment for the port of Guam, Ladrone or Marian Islands, which bids fair to become a port of considerable importance to the American commerce more especially if Commodore Perry succeeds in negotiating a favorable treaty of commerce with the Japanese, the Ladrone Islands lying in the track of ships bound from India to Japan and during the last year not less than one hundred American whale ships

touched there for supplies. This would be a new consulate and am aware that the policy of our government has been rather in favor of reducing than augmenting the number, and could obtain the signatures of the Captains of the whole whaling fleet in the Pacific Ocean recommending the appointment of a consul for Guam, and shall be most happy to accept an appointment for one of the following ports, viz. Hilo, Guam, Tahiti, Callao, Coquimbo or Manilla. The claims which I feel that I could justly urge with the President and his cabinet are,

1st.—The faithful & economical manner in which my consular duties were discharged during the four years that I filled the office in Demerara.

2nd.—My removal from that situation on purely political grounds.

3rd.—The necessity which exists of reforming the numerous abuses almost daily practised by the consuls here & elsewhere in the Pacific Ocean for the last eight years at an enormous expense to the U.S. Government, which I pledge myself to correct if appointed.

I remain with high esteem

Your obedient Servant,

Samuel J. Masters

Recommendation from W. Newcomb, dated Honolulu 12 November 1853

Honolulu, Island of Oahu, Sandwich Islands, Nov. 12, 1853

Honorable Wm. L. Marcy,
Secretary of State &c.

Sir

Having for four years past been a resident of the SANDWICH ISLANDS my Professional duties have constantly thrown me into the Society of Officers & men connected with the Pacific Whale fleet, and from them I have obtained the following facts viz,

1st.—That the Island of Guam (one of the Ladrões) belonging to Spain is from its position a general resort for the whaling fleet for the purpose of obtaining supplies & refreshments.

2d.—That difficulties frequently arise to prevent the accomplishment of this important object, which might be obviated by the appointment of a U. S. Consular Agent for the Ladrone Islands.

3d.—That from 50 to 70 sail of American Whale Ships have been known to concentrate at Guam at one time and are subject to the complete control & caprice of the Spanish Governor without the power to appeal to another tribunal from any act of injustice or oppression that may be inflicted.

4th.—That in case of casualty, no authorised Agent exists to note protests or call a survey, by which the losses may be ascertained; & insurance companies made liable for damages.

5th.—Without a Consul the means for discharging disabled seamen is wanting; the shipment of others is rendered difficult & expensive, & protection to the Seamen against the oppression of Officers is not attended to.

6th.—No provision is now made for negotiating bills of exchange, & in calls of distress ruinous rates are exacted which could & would be certified by an American Consul to give authenticity & credit to said Bills.

In fact all the reasons that can be urged in favor of this appointment of American Consuls elsewhere, are applicable in a greater or less degree to the one now under consideration.

In relation to the party who is an applicant for the appointment I would beg leave to make a few remarks.

Samuel J. Masters, as you are aware is from the old stock of tried Democrats & has at all times been active & consistent as a Politician. His experience as a ship master gives him an acquaintance with the characters, habits & peculiarities of seamen & qualifies him with other qualification to fill such a station as Consul better than a landsman can fill it.

having visited him while acting as Consul (under Mr. Polk) to Demerara, I can vouch for his popularity among seamen, merchants & others while filling that station & his removal was the result of political changes at home.

As to his qualifications, dignity of character, coolness & self possession all who know him can vouch for.

A stronger recommendation than either of the above **with me** is his fondness for Natural History. Science is already indebted to him for the discovery of many new species of animals which I have described in the Annals of the New York Lyceum of Natural History & in the Proceedings of the Zoological Society of London.

The Ladrões are as yet almost a *terra incognita* to the Naturalist.¹ Should the appointment be given to Capt. Masters I am sure that his energy & perseverance will bring to our acquaintance the fauna of this interesting region & I doubt not would greatly aid in giving character to American Scientific discoveries.

You will scarcely remember the writer of this but with my Father, your acquaintance dates back many years.²

I am Sir most respectfully Yours,

1 Ed. note: Obviously, Americans did not read the Spanish and French reports of the Malaspina and Freycinet expeditions... No wonder they were still referring to the Marianas by the name of Ladrões, 200 years after the name had been officially changed.

2 Ed. note: His father was Simon Newcomb, the man who had already written a letter of recommendation for Capt. Masters, in 1845, when the latter sought a post in Brazil.

W. Newcomb, M.D.
(formerly of Rensselaer County, N.Y.)¹

The opinion of William Hogan, dated Washington 24 January 1854

Washington 24 Jan'y 1854
Honorabe W. L. Marcy
Secretary of State

Sir

A memorial is herewith presented to the Department by Fifty Captains of American Ships engaged in the Pacific Whale Fisheries; seconded by the recommendation of Mr. Chase, United States Consul at Lahaina, and by Dr. Newcomb, an intelligent American Physician now resident at the Sandwich Islands; asking for the establishment of an American Consulate at the Ladrone Islands, and strongly recommending that Captain Samuel James Masters, at present residing at Lahaina in the SANDWICH ISLANDS be appointed the United States Consul for the Ladrone Islands, to reside at Guam.—

I respectfully submit some considerations which support both applications.

The Ladrone or Marian Islands about twelve in number range between latitudes 13° and 20° North, and Longitude 144° to 147° East from Greenwich—Guam, Tinian, Rota & Sapan, are the principal.—

The Sandwich Islands, (Honolulu and Lahaina, chief Ports and Consulates) range between Latitudes 19° & 23° North and Longitudes 155° & 160° West of Greenwich.—

These Islands are already, in great degree, Americanized. The Ladrone Islands are claimed as dependencies of the Spanish Governor Generalship of the Philippine Islands, the seat of Government of which is at Manila—Lat. 15° N. Long. 121° East of Greenwich.

The Sandwich, and Ladrone Groups, lie in the direct line of communication from San Francisco and other Pacific Ports, with Canton, Shanghai, and all of Southern Asia—their position indicate that they must be (the Ladrone more especially) subsidiary to, and essentially useful in such intercourse as we may hereafter hold with Japan, the Philippines, the China Coast, and the Polynesian range, (now infested by piratical Malays) from Borneo, by the Celebes, and Moluccas, to New Guinea, and the lesser Islands Eastward from it—not only as points of refreshment and recruit, but of protection to commerce, of attack if need be, and (if we cannot always “go ahead”) of retreat.—

Reference to the comparative longitude of the Sandwich Islands and Ladrone group shows that Honolulu is about 1800 geographic miles, West by South from San Fran-

1 Ed. note: Another letter of recommendation is on file, signed by 47 whaling captains and dated Lahaina 17 November 1853. It was certified by George M. Chase, U.S. Consul at Lahaina.

cisco, our advanced post in the Pacific, and **Guam** about 9500 miles further Westward, in the same course, and direct line of communication with China, and the East Indies—and Canton, the principal mart of trade of the day, lies farther West of **Guam** over 2000 miles.—

There is then between Honolulu and Canton a voyage of more than 5500 miles, throughout which, an American vessel could not find any needful aid or service from any recognized agent of the Government of the United States.—

This deficiency will be remedied by the appointment of a consul for the Ladrone Islands, to reside at Guam.—

But beyond the voyages of commerce, it is also plain that in Naval operations, whether consisting of peaceful cruising of our Squadrons for exploration, and general protection of our trade, or for operations of warlike character, the position of the Ladrone Islands is eminently superior to that of the Sandwich Islands as a point of appui, and of rendez-vous, whether regard be had to Southern Asia, or China, the Japanese Islands, and the Polynesian range—the three last important regions lying in the circumference of a circle of which **Guam** is the centre, and within striking distance averaging 1800 miles.—

INdependently of the circuitous voyages of our China trade from the Atlantic ports via San Francisco and the Sandwich and Ladrone Islands to Canton, and thence returning Home, or proceeding to Europe, there has already sprung up an important, increasing and distinct branch of commerce, in the direct trade back and forth between China and California, already employing a large amount of tonnage, all which trade passes by **Guam**, and is at present carried on under canvas—but it is in prospect, and that already, almost realized, to add to this traffic the establishment of regular periodic steam communication in this route and to the successful issue of this enterprise (national, it deserves to be termed, when we contemplate probable results) a depot for Coals at Guam will be as important, as the certainty of obtaining refreshments, of aid in case of casualty, and the countenance and support of consular authority in any case of difficulty with the colonial offices of Spain or the natives.—

Besides these weighty considerations connected with our international commerce, there is a very important branch of our Marine enterprise and national wealth which will be immediately benefitted by the establishment of a Consular Agent at **Guam**—the great Northern Whaling fleet, of more than 150,000 repairs in the Fall of the Year, from the Arctic Seas, to Guam & Honolulu and Lahaina, vessels having disabled seamen, or manned by crews which need to be exchanged, seek in the first instance, the latter ports, on account of the facilities afforded by established Consulates for discharging and sending home sick and disabled Seamen, about which great difficulty seem [to] exist at **Guam**—after taking in supplies almost all of these ships proceed to cruise during the winter months in the seas about the Ladrone Islands, in pursuit of the Spermace-ti whale—returning in the Spring to their Arctic cruising grounds, frequented by the black & right whale. But besides this fleet, there is also a considerable fleet of Spermace-ti whalers, whose cruising ground all the year round is restricted to the Japan Coasts,

and the open seas about the Ladrões, and always resort to Guam for supplies, at which point, there being no Consul to aid and protection, they are liable to exactions, and the occasional exercise of arbitrary power by the local authority.—

These are some of the salient points which indicate the desireableness [sic] of an American Consulate at Guam in a commercial view—there exist also considerations more purely political, which may have some bearing on the decision.—

With the annexation of Texas, we lost for ever our self-restraining power, and our national career, is already foreshadowed in the history of mighty nations that have gone before us.—

Westward the Star of Empire holds its sway.—The Ladrões must become the stepping stones of progress—the Sandwich Islands already feel the beneficial pressure.

A Consulate at the Ladrões carries our Flag further Westward, and peacefully, over a stride of 3500 miles; and precedes peacefully, but surely, that Naval rendez-vous, which will in the march of time (how soon we know not) be absolutely needed at that point.—

At the Peace of Amiens [1802], Great Britain had possession of all the East Indian colonies of France, and of some of those of Holland—such as were at that time restored, were all again captured after that short truce, and the Dutch were also stripped of the Batavia Colony—at the general pacification Batavia was restored—and the French were permitted to re-establish in Bengal a Factory, for commercial purposes only—the isle of Bourbon was also given up, but the restoration of the Cape of Good Hope, and of the Mauritius, was peremptorily refused, and they were carefully retained as Naval stations, important to the safety of British East Indian commerce and Empire, and as links of communication with the parent Country. France, stripped of her Eastern Colonies, except two, of very limited trade and resources, and which would not be defensible in case of war—and therefore almost entirely without any commercial interest, in the Great Pacific—foresees, that in the event of war with her ancient foe, her vast Indian commerce and colonial empire are exposed to fatal assaults by the combined action of competent military and naval force in the Pacific—hence she has taken great pains to replace the loss of the Mauritius, by the establishment of a military colony on Madagascar commanding the track of the China & India trade around the Cape—by a naval and military colony at the Society [Tahiti] Islands, and by a Colony, in rivalry of the British, at the New Zealand Group, the two last in menacing position to the Trade around the Horn, as well as to territorial dependencies of Great Britain.—These French colonies are plainly without important object, except as points of aggression and of annoyance to an Enemy—it may be Great-Britain, it may be, in the chances and changes of time, the United States.—The policy of France indicates her policy to America—timely counteraction—timely prevention of prospective ills—our first great war may be with France, or with Great-Britain—in either case our eminence commercial interests in the Pacific, will be subject to hostile demonstration without a point of defence, as matters now stand, except on our own seaboard, unless we take heed in time and throw out our naval outposts at the Sandwich and Ladron Islands, susceptible of being

rendered at short notice, safe defences against attack, and also points from which aggression may be retooled—at this time possibly the Island of Guam (perhaps the Group) may be obtained from Spain in terms, large perhaps with reference to its superficial extent, but of no account in reference to its intrinsic value for the purposes which have been suggested. The Harbor of Guam is represented to be one of the best possible, with reference to capacity, approach, shelter, depth of water, and anchorage, and the Island (and its neighbors) already supplies such refreshment and provisions as are mainly needed by the fleets of whalers which resort to it at all times but more particularly during the winter months.—

A word as to the personal fitness of Samuel James Masters, applicant for the office of Consul at **Guam**.—

He is a native of Renselaer County, New York, a Democrat always, from early life a sea-faring and commercial man, having been a ship master for some years in the West Indies and Mediterranean trade, for some time a commercial agent in New Orleans, and during President Polk's administration, United States Consul at Demerara—from which he was removed on the coming of the late Whig Administration about three years ago he took passage for San Francisco; was shipwrecked on the voyage from Panama—after giving all the aid of his experience to his fellow sufferers he found his way to the Sandwich Islands—has become very popular among American sea-faring men, as is shown by the recommendation of his appointment by no less than Fifty Masters of whaling & other vessels—and also so popular with the natives, and administration of the Islands that he has been appointed Police Magistrate, and also District Judge at Lahaina—all his antecedents indicate him to be well fitted to fill satisfactorily the position for which he applies, that of Consul at **Guam**.

I remain with great respect and esteem
Your obedient Servant

William Hogan

Letter from Captain Masters, dated Lahaina 27 May 1854

Lahaina, Island of Maui, Sandwich Islands, 27 May 1854

To the Honorable W. L. Marcy,
Secretary of State

Sir:

I have the honor to acknowledge the receipt of my appointment as United States Consul for the Ladrone Islands to reside at Guam with general instructions and supplement to the same with other documents for the use of my consulate together with blank consular bond which I have signed and forwarded this day to my brother A. E.

Masters, Esq., New York City to be properly executed and sent at once to the State Department for approval.

My place of activity is Rensselaer County, New York, and I received my appointment from said state and have never resided at the Ladrone Islands and it is my purpose to sail for my consulate per first opportunity.

Samuel J. Masters.

His first official letter, dated Guam 15 December 1854

Consulate of the U.S., Guam, Ladrone Islands, December 15, 1854

To Honorable W. L. Marcy,
Secretary of State
Washington.

Sir:

I have honor to inform you of my safe arrival at this consulate on the 26th ult.¹ via Shanghai, Hong Kong and Manila with my secretary, J. S. Van Ingen, of Albany, New York.

The Captain General at Manila received me very courteously and granted me permission to act as Commercial Agent of the United States for the Ladrone [sic] Islands until the arrival of my *Exequatur*² from Madrid, with the following restrictions viz. not to hoist the Consular flag and not to exhibit the Consular coat of arms.

I have also been courteously received by the Governor of these [Mariana] Islands and treated with the utmost hospitality by the residents generally. Myself and secretary are the only American citizens residing upon this beautiful island which is a great resort for the whaling fleet.

On my arrival here I found two sick and destitute American seamen, viz, Nathan Deston left here in May by the whaleship **Hellespont** of New London³ (since condemned at Hong Kong), Capt. Manwaring who placed \$50.00 in the hands of the authorities which sum, I have reason to believe, has been judiciously appropriated for the man's benefit.

George Neason left here by ship (Whaler) **Jireh Swift** of New Bedford, Capt. Earl, who placed \$56.00 in the hands of the authorities which sum has also been properly expended towards the man's maintenance.

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- 1 Ed. note: The Spanish in the Pacific did not adjust their dates when crossing the Pacific; it was officially the 25th at Guam.
 - 2 Ed. note: A Latin word meaning "To be executed, or carried out."
 - 3 Ed. note: Rather of Mystic, Connecticut. The captain was from New London.

Much commendation is due to the authorities and residents here for the hospitality and kindness heretofore gratuitously extended by them to destitute American seamen.

Communications from the United States forwarded via the Sandwich Islands will reach me earlier than by any other route.

I have the honor to be, sir, very respectfully,

Your obedient servant,

Samuel J. Masters.¹

¹ Ed. note: For follow-up despatches, see Doc. 1855A.

Document 1854B

The feud between Governor Perez and Father Acosta continues

Source: Safford's Papers in LC Mss. Division.

Safford's comments.

Father Vicente Acosta de la Santísima Trinidad arrived at Guam on 1 October 1852. Being leaving Manila, he had asked for and received explanations concerning certain articles of the orders of Governor Ricafort, dated 30 October 1826, relating to the duties of the parish priests in connection with communal labors in the provinces. He was evidently appointed in consequence of the troubles with the Filipino convicts. The actual Governor General informed him that the said articles were only meant to imply some vigilance on the part of the priests over the actions of the Gobernadorcillos and Heads of Baranguays, when they assigned men to public service duties within their respective villages. However, Father Acosta interpreted these articles to apply also to communal works supervised by the authorities at Agaña. Hence, the trouble with the Governor, and the antipathy between them, which led the Governor to use his civil authority to the fullest, witness the following incident, one of many.

Letter of Governor Perez, dated Agaña 2 October 1854

Original text in Spanish.

Exmo. Sor.

REmito à V.E. las adjuntas diligencias sobre la formacion de una Capilla en el sitio llamado Tumon por mandato del Padre Cura Doctrinero de esta Ciudad, en la que celebró misa cantada el día 3 de Mayo de este año y no teniendo para su formacion orden de ninguna autoridad mas que su propia voluntad la mande derribar.

De lo que doy parte à V.E. muchos años.

Agaña 2 de Octubre de 1854.

Exmo. Sor.

P. P.

*[A] Exmo. Sor. Gobernador y Capitan General de las Yslas Filipinas.
ion.*

Your Excellency:

I remit to Y.E. the enclosed documents regarding the building of a Chapel at the site called Tumon by order of the Father Curate of this City, in which he celebrated a high mass on the 3rd of May last and, since he had no other authority to build it other than his own, I ordered it demolishes.

I report same to Y.E. for your information and determination.

May God save Y.E. for many years.

Agaña, 2 October 1854.

Your Excellency,

P. P.

[To] His Excellency the Governor and Captain General of the Philippine Islands.

Safford's comments, summarized.

On 27 November 1854, Governor Perez sent to Father Acosta copies of communications received from Manila, dated 20 January, 18 May, and 6 October 1854; the first accepting his resignation; the second announcing that Father Ibañez had been appointed to replace him as Curate of Agaña; and the third announcing that Fr. Acosta had been relieved of the Vicariate of the Islands by the Bishop of Cebu. True to form, Fr. Acosta did not acknowledge receipt of said communications.

Fr. Ibañez, who had also received copies of the second and third communications, replied that he could not take charge of the curacy because his appointment had not yet been officially received from Cebu, nor had he received an order from his local superior to give up his present post, that he could not take charge of the College of San Juan de Letran without authorizations from Manila, etc, etc. Consequently, he remain at Pago until he received proper orders to the contrary.

It had been 10 years since the arrival at Guam of Fr. Ibañez, and all this time, says Governor Perez in a letter to the Governor General, "he has been pining for the curacy and the College, which your Excellency has grante him... Is it possible, Y.E. that you who is the one who makes these appointments and who is in all respects the first authority, should in this case be the third to be obeyed? If the permission of the Bishop is necessary for the curacy, such is not the case with the College, where there is no *intervención*, not even of the Provincial himself. The Administrator, from whom also he received orders, is the only mediator who consults about the College with Y.E. A scratch of the pen, Your Excellency, to cancel these appointments to show that even among the friars, he who is disobedient to the official authorities is punished."

On 15 January, 1855, the Governor reports more trouble with Fr. Acosta, with regards to ceremonies celebrated in the villages on the feast-days of their patron saints, high rates charged by him for Christian services, such as burials, ringing of the bells, etc., over the established tariffs. The Governor mentions a curious fact, that the church had no other musical instrument that a dilapidated base-drum but "one so lucky that every time it goes out into the street it earns a peso. If the tariff be careflly examined no such charge will be found listed therein."

At one point, the Governor intervened directly to cancel religious festivities involving the soldiers of the garrison and those of the militia. The Governor continues, as follows:

“That an unequal contrast this matter presents if it be carefully considered. The Marianas are poor islands indeed, and their inhabitants are as poor as the soil which supports them. The Spanish Government realizes this and treats these people with the greatest indulgence, since after 200 years of possession it does not deem fit to impose upon them the tribute which the other primitive people are obliged to pay and far from this such is the royal munificence toward these natives that every three years a subsidy is sent to the aid of these faithful subjects.”

“The last proof which they have of the motherly love of their dear Queen is the abundant aid which her government sent them in the year 1840 to repair the evils caused them by the epidemic and by earthquakes. These acts various times repeated make it apparent that the Marianas are the poorest possessions owned by the Spanish Monarchy. Hence, if the Government sends aid to them, if they are exempted from tribute in consideration of their poverty, is it not just that their priests should also have some consideration for them?”

The Governor then goes on to recommend that, in consideration of the reasons he has given, the church fees be reduced to one-third of what the tariff provides, which will only be fair for the general interests as well as for the parochial, notwithstanding the fact that in these islands the Reverend Curates are paid from the Royal Treasury of Her Majesty with 30 pesos a month, so that they may administer the sacraments freely and likewise fulfil the duties which their sacred ministry imposes upon them. I beg that in view of that which I have stated, also of the opinion of the government attorney and from what these documents tend to show of their own accord that you will dispose according to the requirements of justice.œ

As a result of this feud, Governor Perez was replaced and Fr. Acosta was sent to the village of Agat, after orders to that effect came from Manila. After the *residencia*, or audit, of Governor Perez' term was finished, he and his wife took passage for Hong Kong, on 17 December 1855.

Documents 1854C

Ship **Harriet** and brig **Waverly**, etc.

C1. Letter of Rev. Snow, dated Kosrae 4 February 1854

Source: Article in The Friend, Honolulu, Nov. 1854.

Note: For earlier reports, see Doc. 1842H.

Ship "**Harriet**" and Brig "**Waverly**."

Strong's Island, Feb. 4, 1854.

Rev. S. C. Damon:

In a note from you, bearing date, "Honolulu, March 10, '53," (which note I received April 7th, '53) I found the following: In the next No. of 'Friend,' I shall publish certain statements respecting the 'Harriet,' burnt in the lee harbor of your island. In due time let me know all about that. That No. of 'Friend' I received last Wednesday, Feb. 1st, through the kindness of Capt. Long, of the **John & Elizabeth**, New London. Looking over those 'statements,' I thought our friends must have their fears not a little excited for our safety, if such atrocities had been committed here so recently, and for no assignable cause. This morning I called on the King to learn 'all about it,' and hasten to send you the following from the King's own lips:—

The burning of the **Waverly** took place during the reign of the 2d King before King George. He was quite an aged man at the time, and blind. His name was Ahua Na Li-keak.

"White man want to get gal go aboard ship. King no like. In night white man take plenty gal go board ship. In morning kanaka go board ship; every kanaka; big island, small island, all go and kill every man board ship. White man kill some kanakas. Then kanakas take chests, small things ashore, then set fire to ship; burn sails, rigging, spars, casks, every thing belong to ship. Every white man was killed."

All was done by order of the old blind king; after which, all was immediately quiet again. King George was then some 17 or 18 years old, and stood on the beach and saw the whole transaction. About a month after that a Brig sighted the Island and sailed around it, but no-one came on shore.

Before I speak of the **Harriet**, let me refer to some political changes on the Island. That king died about ten months after the burning of the **Waverly**. His successor, Ahua

Na Sru, was king but a short time,—less than a year. But it was “all time fight, fight, plenty row, kill plenty kanaka.” He sent his son and killed a brother of King George with a spear. He survived the wound three days. The night he died, he told Keru, (the King’s native name,) to go and kill that son or the King. He went, but the son had run away. He then went into the King’s house and broke his left arm with a stick, not wishing to kill him; though every body outside was calling to him to kill him. But Heru spared his life and completely quelled the disturbances. When he returned he found his brother dead, and he buried him the same day. At this time there were very many old Chiefs. Some proposed one, and some another, for King. But all the young men on both islands told Keru to get tattooed the next day and they would make him King. The rule is not to tattoo much till somewhat advanced in life, and no-one can be king till he is tattooed like an old man. Some of the old men entered into this movement of making Keru king. So that soon as the tattooing was done, he was proclaimed King.—This was about four months after he disabled the old king; all waiting quietly for him.

The first ship that came in after this was the **Seringapatam**, Capt. Gordon [rather Courtnay] (English.) “A fine man. He come here five times. He go way; stop no long time—maybe moon; sometimes three moon—then come again. He first man bring pig Strong’s Island.¹ We send plenty gal go board ship: that reason Capt. like come plenty time.—Plenty good looking gal stop Strong’s Island then. No all same now—most all gone!”

I asked him the reason why he called him a fine man if that was the way he conducted? “O, Captain give me plenty every thing.”

After this ship left the place the **Harriet** came. About two months after the **Harriet** was taken, the **Pacific** came, Capt. Round[s], St. John, New Brunswick; Mr. Baker, 1st officer, Mr. Cudlip, 2d do. She was here some three or four months. “The **Pacific** bring sick to Strong’s Island.” Before she sailed, Capt. Gordon [rather Courtnay] came again in the **Margaret**. When Capt. Round sailed, he went to the lee harbor and fished up an anchor belonging to the **Harriet**. The **Pearl**, the **Lydia**, the **Lexington** and the **Sussex**, (English,) were in the lee harbor with the **Pacific**.

The day after they anchored at the lee harbor, the Captain [of the **Harriet**] came to see the King [George] at the small island, and spent the night with him. The next day the Captain, the King, and all his Chiefs, with some kanakas, went to the lee harbor. The Captain went on board, and soon returned to invite the King to dine with him. Both went on board, and after dinner the King returned for the night, and the Captain remained on board ship. “Plenty gal stop board ship.” The King sent his men to cut wood two days for the **Harriet**. The fourth day, the King, with all his Chiefs, returned to the small island and had a great feast. He told the Capt. that soon as he got ready for sea he wanted him to come to small island and receive some gifts from him, as taro, yams, hogs, &c. But during the night after the feast, unbeknown to the King or any body else but themselves, every kanaka belonging to lee harbor went home. Next day

1 Ed. note: Not so, as the French first left pigs in 1824.

one man came from there and reported that the ship had been taken. King immediately sent his steward to see what had been done. He returned, and confirmed the story as follows, (King putting the questions, and steward answering them.) "Ship gone?" "All gone ship." "Where sailor man?" "All dead." "Where's de every thing belong ship?" "Every man take 'em, go ashore." "Shere ship?" "Ship stop," i.e. it had not been destroyed. He then gave me the names of all the places to which the kanakas belonged who had some hand in it. When he had learned these facts he immediately called three of his highest Chiefs, and sent them with all the men from the small island and the other side of the large island, "to go and see what's de matter." Told them not to bring any thing belonging to the ship to the small island, as he did not wish to see any thing of it. Gave orders also to kill twenty men and five women. This was done by stratagem, the day after they went; that is, the first day they conducted themselves as though nothing had happened, or as though all was right: ate, drank, talked and laughed as ever. In that way the guilty ones were detected.

After this the King sent to see if every thing had been done as he had directed.— Finding it so, he gave orders to burn the ship. They saved chests, five boats, harpoons, lances and small things; the rest went down with the ship. His brother, the kanaka, then brought every thing that was saved to the small island: five boats, ten muskets, &c., &c. But the King ordered every thing to be thrown into the bay and sunk; to break up all the chests and stave every boat.—

However, kanaka saved two of the boats. This destruction was made so that there might be no discovery of the lost ship when other ships should visit the Island.

Reasons assigned for this bloody affair, were as follows: The Captain, officers and sailors took the women on board without the consent of the men, and detained them there, all the time, night and day. "No kanaka give gal. Sailor man take 'em, no let 'em go shore. Kanaka no like; they afraid white man carry 'em to sea." One officer took the wife of the son of a chief and detained her on board. The son held on to her as long as he could; the officer after fighting some, succeeded in getting her. Her superior beauty seemed to have been the reason for the officer struggling so hard for her.

The natives who left the King during the night to go and look after their wives and daughters, went on board the ship as usual after breakfast, with their presents, while two boats were o shore for wood. They took them by surprise and killed every body belonging to the ship, both on board and on shore. No natives were killed. The reason he gave for ordering those five women to be killed with the twenty men was, "because they no tell white men kanaka going to kill 'em."

Thus you have King George's account of those horrid affairs. And I think for the most part, if not in every particular, it can be relied upon as a true statement of things as they occurred. For he has a most excellent memory, and was very careful to state every thing in the order in which it occurred, as you will see by his going into those particulars about the political changes between the times of taking the two ships. There may have been other accounts given under other circumstances, differing somewhat from the above. But as I sat down by him, I told him I wanted he should give me all the

particulars about the burning of those two ships;—that there had been all sorts of stories told and put in the papers, ow I wanted him to tell me all the truth, and nothing but the truth. There was none of that cautious reserve which he manifests at times when wishing to make a guarded statement, or to keep back a part of what he knows. I referred to some of the stories I had heard, as that the sailors threw some of the women overboard and greatly abused them or tried to kill them—Said he knew nothing of the kind, but that the natives threw some of the women overboard that they might not get hurt in the affray, and they swam ashore.

After this he says he adopted the practice of furnishing every ship that came here with all the women they wanted, and whoever they wanted, never daring to refuse a white man. But his kanakas he could manage, as his word was law and the end of all strife. And this had been the practice till Missionary came to Strong's Island. "No all same now." It is true King George has publicly declared against the practice, and it is no more done openly. But I am very sorry to say that I have too good reason to believe that a practice of so long standing, which secures special favors from captains, officers and sailors, especially in the article of tobacco, is not so readily given up by some of the chiefs and some of the common people. The names of captains and officers who still debase this small remnant of a noble and once numerous people in this way, might be given, if it were best. For it is hardly possible to keep such things a secret on a small island like this with so few inhabitants; especially when young girls from my school are taken, as has been the case.

But, my dear Brother, there will be a sure end to these things, and that not far off, and in the silent grave, if there be not a change of practice on the part of some of those who come to us from the sea. Are there no motives that will touch a sailor's heart and lead him to abandon a practice fraught with such awful consequences to others and to himself. He has his remedies, or temporary ones, perhaps on board of his ship, or in the hospital. So have the poor natives he leaves uncared for behind him.—But their remedy is a most loathsome lingering of life, and such a horrid death as will make one sick of his race!

These things the missionary must know and be familiar with, whether he would or not, if he is faithful to his high commission. And wives, and mothers, and sisters at home, yea the whole universe of God will know them when every secret act shall be published at the Bar of God. O, when shall there be a moral reform among those who go down to the sea in ships? I know there are some of the best men that ever lived, whose home is on the sea. And you, Bro. Damon, know better than I how often they are to be found. Give them all my warmest love, and a hearty God- speed in the work of doing good to their fellow seamen, till every ship shall be a Bethel, and every sailor a herald of glad tidings to the last. Then the Angel having the Everlasting Gospel, will soon fly through the earth, proclaiming the glorious truth: 'The kingdoms of this world are become the kingdoms of our Lord and of his Christ.'

Ever, and truly, your brother in the Gospel,

B. G. Snow.

C2. Letter from Rev. Snow, dated Kosrae 27 October 1854

Source: Article in The Friend, Honolulu, June 1855.

Intelligence from Strong's Island.

Strong's Island, Oct. 27, 1854.

Rev. S. C. Damon:

Dear Sir:

We have buried a white man to-day who has been living upon the Island since last March. He died a little past 4 o'clock P.M., after a sickness of some six days. He always went by the name of "Andrew." He refused to let any one upon the island know anything further of his name—"Not," as he told me upon one occasion, "that I have disgraced the name, but it is for fear I may." However, he told me, as I visited him the day before he died, that whenever he thought there was any danger of the sickness growing fatal he would give me up his family name; but when I visited him again yesterday, as he wished, he was a corpse—died about five minutes before I reached him.

I have picked up the following in one way and another, and if you think best, you are at liberty to publish in the "Friend" such portions of it as you choose.

I learned from his own lips that he was a native of England; that his family when he was quite young, say 1804 or 1805, came to America and took up their residence in Boston. Some of the family still reside there, and they are "well to do in the world." Told me he had an uncle residing there by the name of "Sturges;" also that he had a brother-in-law residing in Sydney, in whose employ he had been till some difficulty turned up, after which he left, and soon spent the little money he had, then went into the boating business on one of the rivers, and then tried whaling.

I heard from other sources, that he left Sydney in the bark **Jane**, owned by Wm. Town; was in her some 8 months, then left her at one of the Group islands called Videbo. How long he remained there I am unable to say, nor do I know how he got to Hope [Arorae] Island, where he shipped with Capt. Wood, of the **Gay Head**, New Bedford, and was with him some eight months before he came here. He told some of the foreigners that he had an uncle in Baltimore by the name of McDonald.

If this should meet the eye of any of his family, I think these are circumstances enough for them to recognise him. My own impression is very strong that his family name is *Sturges*. Since he had been residing here, he has lived with a colored man by the name of Francis C. Lawton, formerly of N. Bedford. He has kept very much to himself, and so far as I know, has been very industrious. His careless exposure to our wet weather was one of the causes of his death—he took a violent cold. Soon as I learned of his illness, I visited him every day, and rendered him such assistance as I was able, for all of which he expressed very strong feelings of gratitude. The last time I saw him, he said he was getting to be quite an old man. I asked him how old? He replied, "56 last May; born in '98." As I left him, he took my hand in both of his and shook it, with tears in his eyes, and a half articulate "God bless you for your kindness." I then hoped to do more for him, but was only permitted to close the eyes of the stranger as he slept his

last sleep. I visited him this last time in a most drenching rain, with my little school boyes to pull my boat. I found it difficult to be reconciled to his sudden departure, when I was just hoping to learn something more of his history.

But not a few are the men about these islands in this part of the Pacific, of whom little, even less, is known than we knew of "Andrew." We were surprised, on our first sivit in the **Caroline**, to see how little this class of men knew of each other. It was oftentimes quite a difficult thing to learn the name of a man, they had been so long accustomed to go by the terms Bob, Harry, Jack, Blacksmith, Cooper, Carpenter, etc. The "Hinglishman" and the Yankee were generally distinguishable. We hope and pray, and would labor if we knew how, that this state of things might be changed—that this class of men might become co-laborers with us in the work of raising these poor natives from their degradation and pollution, to the enjoyment of a Christian civilization. We should be glad of a little good, practical instruction in this department of doing good; for it is the most difficult "patch" to cultivate in the whole farm. Some say, "Let it alone, the more you work it the worse you make it." Others might say, "Go into it—dig it up—stir it—let the light of Heaven shine upon it." Others, perhaps, would say, "Let some man-o'-war come and pick 'em all up, and put 'em in some Botany Bay or some 'Tophet' or other." For one, I should like to know how those manage who do the best with such materials—get the most wheat for the Lord's garner, the most jewels for their Master's crown.

Ever Yours,
B. G. Snow.

P.S.—There are occasional items of more or less interest which come to our knowledge, some of which it might be well to preserve; and if you have no intelligence later or more to the point, you are at liberty to publish.

In the *Friend* of Nov. 16, 1853, is an account of the "destruction of a vessel and murder of her crew." A ship that was in our harbor last month, reports having seen the **Rodolph** late as Nov. 9, '51, bound in to the south side of Drummond [Tabiteuea] Island; and that nothing had been seen or heard of her since. She was after cocoanut oil, and was probably taken by the natives of that island.

Wreck of the Ship Canton, Wing, N. Bedford.

I learn by a ship in this fall, that the above ship was wrecked last March, on Mary's Island, of the Phoenix Group—ran on from an error of the chart. The bark **Belle Handy**, Fairhaven, was there in April, saw the wreck, and read the letter left by Capt. Wing. They were on the island some three weeks, till the water failed, then they all left in four boats—9 men in each boat—for Byron's [Nukunau] Island. The ship **Othello** was at Byron's Island five months after that, but no report of the crew. There are more than fears that all are lost, though some ship may have picked them up.

B. G. S.

Document 1854D

The ship **Massachusetts** of New Bedford, Captain **Bennett**

Source: Logbook kept in the New Bedford Free Public Library; PMB 349; Lob Inv. 3161.

Note: The log-keeper appears to be the First Mate.

Log of the Ship Massachusetts of New Bedford, Captain James E. Bennett.—Voyage of 1851-56.

Extracts from this log.

...
[From Honolulu to Kosrae]

...
Thursday March 2nd, 1854

... Capt. Bennett quite unwell; has been so for some days... At 8 a.m., saw Strong's [Kosrae] Island bearing WSW dist. 35 miles. Made all sail. At 1/2 past 12, Capt. B. went on shore; the ship off & on... Long. at 9 a.m., 163°43' E.

Friday March 3rd, 1854

At 1 p.m., came on to blow strong with heavy squalls. Put the ship under d[ouble] reef[ed] topsails & dept off for the Lee Harbor, considering it unsafe to try to keep to windward. At 2 p.m., luffed to off the passage standing off and on. The remainder of the afternoon blowing heavy. At dark, close reefed & stood off shore. The Capt. & boat's crew ashore.

Friday March 3rd 1854 [cont'd] Middle part.

Standing off & on the Lee Harbor. Wind blowing hard, a very heavy sea on. At 1 a.m., wore ship & stood in towards the reef. Latter part, at 6 o'clock, was within 3 miles of the reef. At 8, was close in. Saw one boat inside the reef going down to the Lee Harbor. At 1/2 [past] 11 a.m., she got alongside. Had 2 kanakas in her. No prospect of getting in to anchor, wind too strong.

Saturday March 4th, 1854

At 1 p.m., stood close in shore. A canoe came off with Tom the Pilot. He thought it unsafe to attempt to go in with the Ship with so strong a breeze. At 5 p.m., was close into the passage. Wore off shore... Latter part, got ready to go into the harbor. Got in as far as we had time to. **Mrs. Snow & Capt. Long was on board.** [emphasis mine]

Sunday March 5th, 1854

Hauling into the Lee Harbor at Strong's Island. At 3 p.m., let go anchor in 14 fathom water. Sent Larboard Watch ashore. Cleared up & washed off decks.

Monday March 6th, 1854

Rainy, bad weather. A part of the crew ashore... Latter part, weather better; employed getting a raft of water, fitting the wheel, etc.

Tuesday [March] 7th, 1854

Fine weather. Employed getting off water. Got the raft off. At 4 pm., Starboard Watch ashore on liberty.

Wednesday March 8th, 1854

... Had news from the Captain. Weather so bad that we could do no work... Latter part, sent Mr. Gillman to the Weather Harbor with a load of goods for Mr. Snow.

Thursday March 9th, 1854

Rainy, wet weather. One boat up to the Weather Harbor. At 9 p.m., the King's Boat came here after goods...

Friday March 10th, 1854

... Doing nothing. Capt. Bennett started for Small [Lele] Island.

Saturday March 11th, 1854

Some rain. Employed getting off wood. Got off 4 loads, stowed away 2 of them.

Sunday March 12th

Some rain. At 5 p.m., Cooper got back from Small Island.

Monday March 13th, 1854

Much rain. 13 hogs came on board from the King. Took the weight of them and sent it to Small Island to the Captain. Latter part stowing wood.

Tuesday March 14th

Getting off wood & water. Got off 10 casks of water & 3 boatloads of wood. Also had two messages from the Capt.

Wednesday March 15th

I went up to the Weather Harbor with Capt. Wood. Crew on board getting off recruits.

Thursday March 16th, 1854

Came back to Lee Harbor with Mr. Snow. Found everything on board. Wind blowing strong, so much so that we could not have the Ship round.

Friday March 17th 1854

Mr. Snow on board trading for the king. At 3 a.m., got ready to go back to the Weather Harbor. At 4 a.m., missed our Steward. But the King inquired, found that he had deserted. Ship all ready to sail. Would have gone but for Steward. Natives are looking for him.

Saturday March 18th

At 4 p.m., the natives caught the Steward. Found on his person that he has stolen one piece of cloth or calico. Said that he ran away because he expected to get flogged. We lost knives, women's shoes, spoons, etc. which no doubt said Vaughan took & let the natives have them. Latter part, at daylight, hauled the Ship stern to the wind. Ready for sea [but] wind ahead.

Sunday March 19th, 1854

At 1 p.m., got a light breeze. Let go our fast & went outside. Got everything on board & stood to sea... Latter part, at half past 11, raised sperm whales. Got the boat ready and got dinner. Lat. 5°50' N. Long. 162°17' E.

Monday March 20th, 1854

... Boats chasing sperm whales. Came on board at 3 p.m. Whales 4 points off the S. Bow, 6 miles off going to windward. They soon turned to the leeward. At 5 p.m., lowered for them again. Chased till dark, did not strike... Lat. by Obs. 7°23' N. Long. 161°21' E.

...

Wednesday March 22nd, 1854

... At 10 a.m., made Wellington [Mokil] Islands bearing SW by S dist. 25 miles. Steered for them...

Thursday March 23rd, 1854

... At 4 p.m., came up with the Wellington Islands. A boat came off with 5 natives and one white man. Ship laid off and on and got 2000 coconuts, a quantity of fish & taro, etc. Got rid of them at 10 p.m., then kept away for Ascension [Pohnpei] bearing West dist. 35 miles.

Friday March 24th

AT 2 p.m., got within two miles of the land on the East side of the Island. A pilot came off & wanted us to go into the Middle Harbor, but we concluded not to go. At 4 p.m., was off the Lee Harbor. Capt. Bennett went on shore for a pilot. At half past 5, the Boat came off without one... Latter part, at daylight, the Pilot got on board...

Saturday March 25th

... At 5 p.m., ran into the harbor's mouth. Wind died away. Down Boats & towed her into 23 fathoms water & let go anchor. Latter part, hauled the ship up to the anchorage, close by the Ship **Alabama** of Nantucket, Capt. Coggeshall.

Sunday March 26th 1854

All hands on shore.

Monday March 27th

One watch ashore on liberty, the other getting off yams, etc.

Tuesday March 28th

Breaking out for provisions. Took a raft of casks ashore for water, etc. etc.

Wednesday March 29th

Employed painting ship, taking hogs on board, etc.

Thursday March 30th 1854

Employed getting off wood and water, also sorting over potatoes. Got off 2 boatloads of wood & 1 raft of water with 50 bbls in it.

Friday March 31st

One watch ashore. Employed stowing wood, cleaning decks, etc.

Saturday April 1st 1854

Employed getting the Ship ready for sea. At sunset, had her all ready except a part of a boatload of wood.

Sunday April 2nd 1854

[Nothing]

Monday April 3rd 1854

All ready for sea. Wind ahead. A part of the crew on shore.

Tuesday April 4th 1854

Everything ready for sea except wind.

Wednesday April 5th

All hands on board ready for sea. Wind ahead. A sail outside at 5 p.m.

Thursday April 6th 1854

Everything ready for sea, except wind that is ahead. The Bark **Winthrop** of Fairhaven, Capt. Woodward, came inside.

Friday April 7th 1854

Wind blowing moderate from NE. At 8 a.m., took the anchor and stood out of the passage, leaving the **Winthrop** at anchor. At 9 a.m., discharged the Pilot and stood to sea.

Saturday April 8th 1854

... Steering on a wind to the NW. At 2 p.m., passed some small islands [Pakin] 30 miles from Ascension...

...

Tuesday Apr. 11th 1854

... Employed repairing Larboard Boat, putting up potatoes in molasses, etc. etc. Joe Merry & Emanuel Fernando down with the Pox. Little Jose has been sick for 5 weeks, taking the week before we went into Strong's Island.

Wednesday Apr. 17th 1854

... George Fairfield sick with the Clap, also Joaquin Pease(?) & Emanuel Pena... Lat. 14°23' N.

Thursday Apr. 13th

... Killed 2 pigs, etc. etc. [They bypassed the Marianas]

...

Thursday Apr. 27th 1854

... Hugh F. Corbett, Solomon Vanderburgh and John Silva off duty with the Pox, also Joe Merry & Emanuel Pena the same. Little Jose, Portuguese, sick with the Consumption...

...

[To the Arctic, then South to the Line, where they arrived in January 1855.]

...

Friday Feb the 23rd [1855]

... At 10 a.m., made Covell [Ebon] Island right ahead steering W by N. At 3 p.m., the natives came off alongside but brought nothing for trade. P.M., took several observations close in to the land, found the Chronometers 50 miles to the Eastward.. At 5 p.m., kept off steering SW... Lat. by Obs. 4°38' [N.]. Long. by Chron. 168°02' E.

Saturday Feb the 24th 1855

... Running along the land. At 3 p.m., hove aback and some natives came alongside with their canoes with a few fowl and coconuts. At 5 p.m., kept off steering SW... Lat. 5°02' N. Long. 166°50' E.

...

Monday February the 26th

... At daylight, made Strong's [Kosrae] Island bearing W dist. 25 miles. Made sail and stood in to the land. At 9 a.m., wore round heading offshore. Lowered the St[arboard] Boat and the Capt. went on shore. The remainder part, standing off shore under all sail. Lat. by obs. 5°19' [N]. Long. 163°07' E.

Tuesday Feb the 27th

... At 10 a.m., the Capt. came on board with 3 passengers bound to Ascension [Pohnpei].¹ Heading NW by the wind...

...

Thursday March the 1st

... At 11 a.m., saw Wellington's [Mokil] Island bearing W dist. 15 miles. Lat. 6°40' [N]. Long. [blank]

Friday March the 2nd

... Heading in shore. At 4 p.m., a boat came off from shore with some coconuts and one green turtle. At 6 p.m., shortened sail steering W by N... At daylight, Ascension in sight bearing W dist. 30 [miles]. Made all sail and steered in shore...

Saturday March the 3rd

... At 4 p.m., the Pilot came on board. At 7 p.m., came to anchor in 18 fathoms of water and furled the sails. A.M., hove up the anchor and hauled in shore and anchored in 16 fathoms of water. Two barks and 1 ship in port.

Sunday March the 4th

In port, fine weather. One watch on shore.

Monday March the 5th

... Employed smoking the ship.

...

Friday March the 8th

... Boat round the Island trading for hogs and yams.

...

Wednesday March the 14th

... The **Joseph Haden** of Bremen off to sea bound to Guam.

¹ Ed. note: One was Dr. Lester, who was bound to Guam (see below).

...

Monday March the 18th

In port, all hands on board. Employed in getting wood and water. A.M., the Bark **Roscoe** went to sea.

...

Friday March the 23rd

... A.M., the Ship **Milton** came in, Capt. Jones, with 1600 sperm, 40 months out.

Saturday March the 24th

... A.M., the Ship **Hope** came in to anchor, Capt. Gifford.

...

Thursday March the 29th

In port, all hands on board, ready for sea. At daylight, made sail and got undr way. Calm, got the boats ahead to tow but the wind came out ahead and had to let go the anchor again.

Friday March the 30th

... AT 2 p.m., got under way with the Pilot on board and stood out of the harbor...

...

Friday April the 6th

... At 1 p.m., raised the Island of Rota right ahead. At 3, headed off shore. At daylight, headed in shore with strong trades and clear weather. Lowered the St. Boat and the Capt. went on shore. The remainder part, standing off and on shore...

Saturday April the 7th

... At dark, heading off shore... At daylight, blowing fresh from NNE... At 7 a.m... thick and squally weather... The weather thick and rainy; can't see more than a mile...

Sunday April the 8th 1855

... At 3 p.m., Guam in sight bearing SE by S distance 25 miles... At daylight, land in sight bearing NE dist. 20 miles. Ran for it. Found it to be Tinian. At 9 a.m., saw the Island of Rota bearing SW. Made all sail, wind WSW.

Monday April the 9th

... Working up to the Island of Rota under all sail. At dark, bearing SW dist. 25 miles... At 11 a.m., the Capt. came on board and steered for Guam to land **Dr. Lester, a passenger from Strong's Island...** [emphasis mine]¹

Tuesday April the 10th

... Guam in sight. At dark, hove to. At daylight, ran in for the land. At 10 a.m., hove

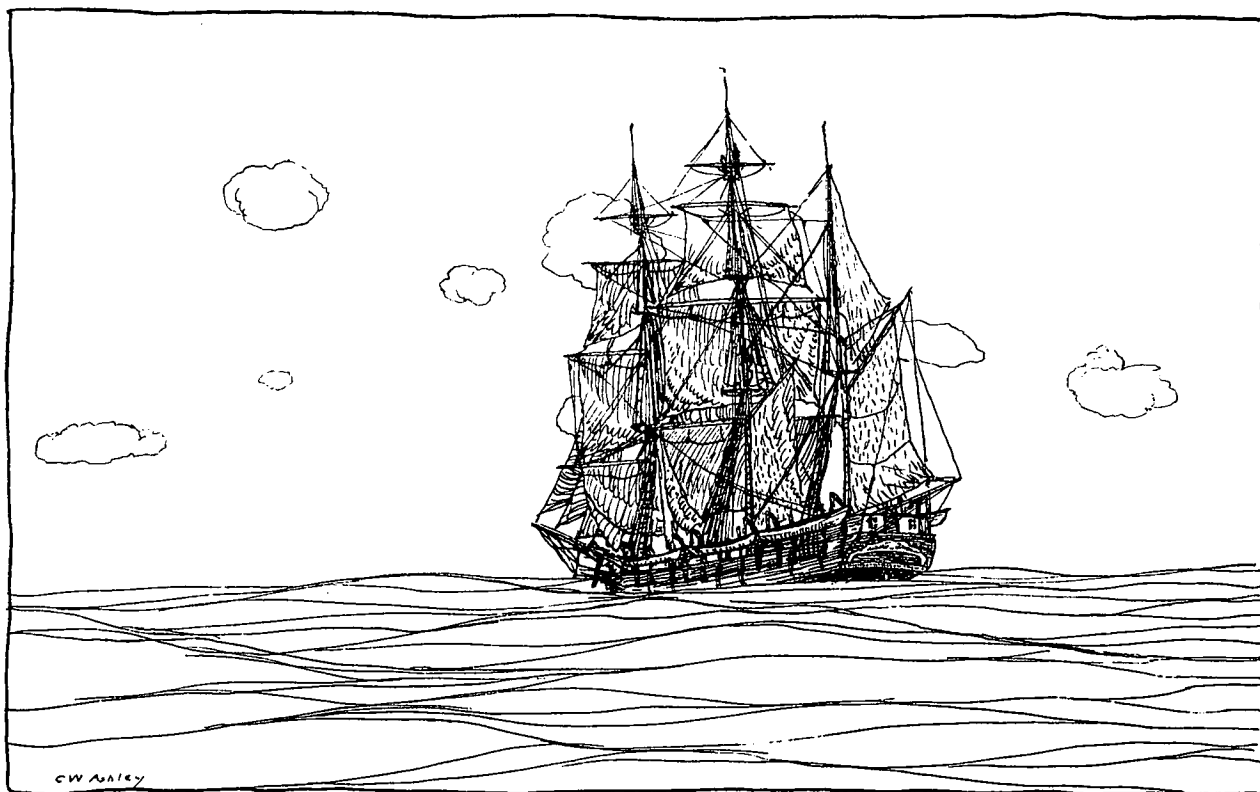
1 Ed. note: Was the other passenger Dr. Beals?

to abreast of the town. Lowered the St. Boat and the Capt. and 2 passengers went on shore...

Wednesday April the 11th

First part, lying off and on Guam. The Capt. on shore . At 5 p.m., came on board, made all sail, standing to the Northward off shore... Two sail in sight. Boundf to the Northward.

...



52. IN THE DOLDRUMS

Document 1854E

The whaling ship Jireh Swift, Captain Earl

Source: Logbook kept in the New Bedford Free Public Library; PMB 336, 337; Log Inv. 2554.

Note: It appears that the log-keeper was the First Mate throughout.

Extracts from the logbook

...

Monday March 6, 1854

... At 7 a.m., made the Island of Rota bearing WNW by compass dist. some 20 miles. Shortly after made Guam. Got up the cables and bent them, etc...

Tuesday March 7

... Ship steering down along the shore of Guam. Hove aback off the town for a Pilot but did not get any. We then touched at the harbor with a boat but could not get any pilot, so we stuck her along without one. At 7:30 p.m., came to anchor in Umata Bay in 19 fathoms water, the Fort bearing [blank] by compass. Latter part, squally and rainy. All hands employed in getting off water and stowing it down, etc...

Wednesday March 8

... We have got off 256 bbls today and stowed down about 180 bbls of it. Sold one cask of bread to the Bark **Alice Frazier**,¹ 289 gals. Sold the bread but not the casks. At 8 a.m., got under way and started up to the other harbor... The **Alice Frazier** and **Active**² went to sea today. Another ship came into Umatac Bay today...

Thursday March 9, 1854

... Ship beating up to Guam Harbor. Took the Pilot about 2 p.m. and came to anchor shortly after in 20 fathoms of water with the best bower & 45 fathoms of cable out, about 2 cable lengths NW by W from the Patch. Latter part, all hands employed breaking out bread & flour and driving etc... The Captain ashore. The Doctor from the

1 Ed. note: See Doc. 1853K.

2 Ed. note: See Doc. 1854L.

Dutch ship¹ has been on board to look at George's [broken] leg. He says he can't do anything about setting now as it has commenced mortifying and he has got to stop the mortification in the first place if he can. He prescribed some medicine and dressed his leg & will call again tomorrow.

Friday March 10

... The Starboard Watch went ashore on liberty. About 2 p.m., the Captain has been on board and gone ashore again. The **Meteor** and **Gentleman** went to sea this afternoon & the **Delaware** came in. The Watch has been employed on ship's duty. The Doctor came on board at 9 a.m. to visit George. He thinks that his leg looks a little better...

Saturday March 11

... Latter part, the **Chariot** of Boston came in...²

Sunday March 12

... The **Condor** came in this forenoon...

Monday March 13, 1854

... Latter part, the Captain came on board. The Watch employed in ship's duty. The Doctor came to see George this forenoon from the shore. Foolish Doctor that!³ The Doctor from the Dutch ship **Hansa** came as usual...

Tuesday March 14

... The Captain went ashore again betwixt 3 and 4 p.m. The Dutch Doctor came on board at half past 5 p.m. and stayed until 9 a.m... Latter part, strong breezes and rugged weather, such weather that we can't do much of anything. Sent 2 boats in after the liberty men this forenoon. Got them all aboard about 11 a.m. and started ashore with the Larboard Watch just before noon...

Wednesday March 15

... Got back about 2 p.m... The Dutch Doctor came aboard at 7 p.m., and stayed until 9 a.m...

Thursday March 16

... The Captain came aboard and stayed a while and went ashore again... The **Alexander Barclay** went to sea this forenoon... The Dutch Doctor aboard all night...

1 Ed. note: It was a German ship, the Hansa (see below).

2 Ed. note: Not a U.S. whaler, as not listed in Starbuck/Hegarty.

3 Ed. note: Either Dr. Lester, or Dr. Beals.

Friday March 17

... The Dutch Doctor aboard of us all night. George's leg is gaining. Latter part, landed George and his things ashore. His leg is gaining slowly but will be a long time in getting well. The **Hansa** & the **Vineyard** sailed today. The Captain has been aboard & gone ashore again. Sold 2 casks bread to the Ship **Chariot**...

Saturday March 18, 1854

... The Spaniards landed aboard of us 4 tons & 1400 lbs potatoes. The French ship sailed today...¹

Sunday March 19

... Sent the boats in for the liberty men...

Monday March 20

... They all came off but Button. He has not been heard of since yesterday... Button came off in the morning. The Captain came off just before noon. One ton of potatoes came off. All hands employed in painting ship outside, on the starboard side this forenoon, etc... The Captain came aboard this forenoon.

...
Wednesday March 22, 1854

... The English Bark **Rifleman** [of] London came in this afternoon...

]Thursday March 23

... The Captain went ashore about 1 p.m. leaving orders for the Ship to get under way and lay off and on and send a boat in at the town in the morning in case he made the signal for her. Got under way about 8 p.m. The Pilot carried us out over the reef² and left us. Stowed the Starboard Anchor and Cable but did not unbend it. Let the Starboard Anchor hang in the shoe, the Cable on deck and 20 fathoms range overhauled all ready for letting go... Ship beating up under easy sail. At daylight, found the Ship abreast of the Weather end of the Island. Kept off and ran down to the town. Sent a boat in and she came off with the Captain at noon...

Friday March 24

... Ship in close to the town at Guam. Braced forward and steered out on the wind to the Northward... Shipped one Spaniard here...

1 Ed. note: Possibly a French whaler, whose name is unfortunately not given.

2 Ed. note: Over the Calalan Reef, at high tide.

Saturday March 25, 1854

... At 4:30 p.m., made the Island of Rota right ahead some distance off... About 9 a.m., the Capt. took the boat and started ashore. About 11 a.m., the boat came back and took some trade ashore...

Sunday March 26

... At 5 p.m., the Cap5t. came off with a boatload of stuff. The Ship **N[athaniel] P. Tallmadge** is lying off and on here, also the Bark **Delta**. At 6:30 p.m., braced forward steering by the wind to NNW...

...

[To the Bonin Islands, where they met the **Samuel Robertson**, Capt. Washburn, of Fairhaven; and the **Black Warrior**. Then on to the Oshotsk Sea, Hawaii (in Nov. 1854), to the Line.]

...

Monday Dec 4, 1854

... Ship cruising in sight of New Nantucket [Baker Island] under easy sail... At 8 a.m., sent 2 boats ashore to see what the signal is set ashore for. Found it was set for nothing particular. Took it down... Lat. 00°10' N. Long. 176°32' W.

Tuesday Dec 5

... At 1:45 p.m., the boats got back bringing about 2 bbls eggs they had gathered ashore. Braced forward & steered off S by E...

...

Sunday Dec 10

... 5 p.m., raised a ship. Kept off for her. At 7 p.m., spoke the **E[liza] F. Mason**. The Capt. went aboard a little while... Lat. 1£52' [S]. Long. 178°22' [W].

...

Thursday Dec 14

... At 2 p.m., made Byron's [Nukunau] Island bearing W. Wore Ship & spoke the **E. F. Mason** & then stood on again towards the Island. Stood in within 4 or 5 miles & then stood off again. Two canoes came alongside about 7 p.m. Saw quite a number of canoes after us but could not catch us... Laying off & on in the morning. Found ourselves to leeward some 12 miles... A good many canoes came off to us...

Friday Dec 15

... Ship laying off & on under the lee of Byron's Island. Bought such things from the natives as they brought aboard & we wanted & at 5 p.m., squared away... Shipped one of the natives today. At 11 p.m., came up with the **E. F. Mason**... At 7 a.m., spoke the **E. F. Mason** & steered off together for Rotch's [Tamana] Island. The natives came off to us. Did up the business & hauled out to Westward...

Sunday Dec 17, 1854

Changed today from W to E Longitude... Gammed with the **E. F. Mason** in the evening. Parted about 8 o'clock. At 11 p.m., heard signal guns aboard of the **E. F. Mason**. Hauled aback for her & found her on fire. Sent buckets, hose & hose tub & 18 men to assist them in putting it out. About 8 a.m., got it under sujection after 9 hours of hard labor. The fire was in the fore peak, the work of incendiaries. She had 6 feet of water in the hold when we got through throwing water. The ahtches all stoppped, etc... Lat. 2£48' S. Raymond sick. Gray strained his lungs to work in the smoke.

Monday Dec 18

... Ship laying aback near the **E. F. Mason** awaiting the termination of the smothered fire aboard of her. They don't dare to take the hatches off yet... At 7 a.m., Capt. Earl went aboard of the **E. F. Mason** & we both steered off W by S. At 10 a.m., she luffed to & set a signal of distress. We sent another boat with 10 or 12 men to her. It seems that they took off the hatches to see if the fire was out but it broke out again having fresh air. A number of the officers had very severe fits after going down into the hold. They stopped her up again & filled the lower hold with water... Lat. 2£44' [S].

Tuesday Dec 19

... Ship laying aback near the **E. F. Mason**. They have found out the men that have set fire to the Ship & flogged them. Partly, there were four of them in the scrape...

...

Thursday Dec 21

... Ship steering off to Westward in company with the **E. F. Mason**. They took off the harches & discovered a little fire yet but it [was put] all out & commenced pumping her out... Lat. 2°51' [S]. Long. 170°37' [E].

...

Saturday Dec 30

... Gammed with the **E. F. Mason** in the evening... Lat. 1°53' S. Long. 162°11' E.

...

[Towards New Ireland, back to the Carolines, and then towards Guam.]

...

Tuesday Feb 6 [1855]

... At 3 p.m., spoke the **Young Hector** & gammed with her... At 9 a.m., spoke the Ship **Arnolda** of New Bedford... Lat. 37 miles N. Long. 159°05' E.

...

Friday Feb. 9 1855

... At 5:30 p.m., made Raven's [Ngatik] Island bearing NW by W dist. 15 or 20 miles... Lat. 7°24' N. Long. 156°30' E.

...

Tuesday Feb 13

... Saw a sail astern... Lat. 13°49' [N]. Long. 147°23' [E].

Wednesday Feb 14, 1855

... About 9 a.m., made the Island of Rota bearing W1/2N dist. some 30 or 40 miles... Lat. 14°05' N. Rota W1/2N dist. 20 miles.

Thursday Feb 15

... Ship steering for the North end of Rota W by N... At sunset, Rota dist. about 6 miles... At 8 a.m., the Capt. went ashore. Came off again about 10. Could not get anything... Steering for Guam. Saw the **E. F. Mason** & saw humpbacks... Lat. near the SW side of Rota.

Friday Feb 16

... Ship steering SSW for Guam... At sunset, took in sail & hove to some 6 or 8 miles to the windward of the town... At 7:30 a.m., took a Pilot & squared away for Umatac Bay... At 10:30 a.m., came to anchor in Umatac Bay in 13 fathoms water, furling the sails & got a raft ready to go ashore...

Saturday Feb 17, 1855

... All hands employed in watering, getting ballast aboard & stowing it away & stowing the sperm oil...

Sunday Feb 18

... Got all the ballast aboard which is about 15 tons & all the waater. Got through at 9 p.m.... At 6 a.m., got under way for Guam Harbor...

Monday Feb 19

... At 1 p.m., came to anchor in Guam Harbor in 21 fathoms water. Gave her 60 fathoms cable. The Capt. went ashore towards night... All hands employed in stowing down water, etc. At noon the Starboard Watch went ashore...

...

Saturday Feb 24

... The watch employed in tarring down the head stays & got 5 bbls sand from the shore... Employed painting ship inside & sent a boat in for the liberty men. They all came off but the Cook & Blacksmith...

Sunday Feb 25

... Sent the Larboard Watch ashore on liberty. The watch aboard employed in painting ship inside. The Cook and Blacksmith got aboard...

Monday Feb 26

... The watch employed in smoking ship, etc. The Capt. came [for] a little while this morning & gave his orders & went ashore again.

Tuesday Feb 27

... The watch employed in paining the water ways, hatch cowlings, etc. Latter part, employed in getting off our bread & spars from the shore that we left here last year...

...

Thursday March 1

... The watch employed in landing a cask of bread at the Point... & taking aboard a boatload of old junk, etc. Last part, painted the bends on the starboard side & sent a boat in for the liberty men.

Friday March 2

... The liberty men came aboard about 2 p.m. with the exception of three that are natives of this place. Mr. Gifford & Mr. Myers up town...

Saturday March 3

... Employed in getting off wood. Got 3 cords... The Capt. came aboard about 11 a.m...

Sunday March 4

... At 1 p.m., the Capt. went ashore again. The Third Mate & boat's crew went ashore in the morning on liberty for the day. The Capt. & a boat's crew up town. The Second Mate & Fourth Mate up town.

Monday March 5, 1855

... The boat's crew that went ashore in the morning came off at night with the exception of the Third Mate... At daylight in the morning, started in with 2 boats & got an anchor of 12 or 13 [?] & a small cable 124 fathoms. The boat & the boat's crew that was ashore came off also. The Second, Third & Fourth Mates came aboard... The Capt. came aboard.

Tuesday March 6

... The Capt., Second Mate & boat's crew went ashore...

Wednesday March 7

... The Capt. came aboard this afternoon with the boat's crew he took ashore yesterday with the exception of the Second Mate. Went ashore again with another boat taking the old boat in tow having sold her. landed at the Point & sent the boat & crew back. Raymond took his things ashore. The Doctor says he has the dropsy & is not fit to go to sea now. So, we are going to leave him...¹ Latter part... the Pilot came aboard in the morning. Got under way & stood out... Ship near the Town, the Capt., Second Mate, 2 boys, George & 4 Spaniards ashore...

¹ Ed. note: Unfortunately, he is not identified.

Thursday March 8

... George, Mariano, Ben & the steerage boy came aboard in a shore boat...

Friday March 9

... Ship still laying off & on...

Saturday march 10

... At 5:30 p.m., the Capt. & the rest of them came aboard, also a passenger for Saipan. Made sail, steering... to NNW. Discharged Raymond & shipped 2 men & took George aboard...

...

Monday March 12

... Ship working to windward on different tacks... At 2 p.m., came up with the Ship **Montreal** & spoke & passed her. Lat. 15°23' [N]. Long. 144°27' [E].

Tuesday march 13, 1855

... At 6 a.m., made the land, three islands, Saipan, Tinian & another one, the weather Island being E, the lee one SE... Lat. 14°43' N. Long. 15 miles W of Tinian.

Wednesday March 14

... Laying off & on. Latter part... Ship working up to Saipan... Saw plenty [of] humpbacks... So ends these 24 hours about 3 miles under the lee of Saipan & about 6 miles to N of Tinian.

Thursday March 15

... Ship under the lee of Saipan working up to the village. At 3 p.m., got in near enough. The Capt. & Second Mate went ashore with 2 boats. Our passenger went with them. At 6 p.m., all came off but the passenger. Brought off 14 pigs. Layed off & on through the night. At 8 a.m., the Capt. & Second Mate went ashore with 2 boats. At 10:30 a.m., the Second Mate came off with a lot of fowl, etc. Unloaded the boat & went ashore again...

Friday March 10, 1855

... Ship laying off & on at Saipan, 2 boats ashore. At 2 p.m., the Capt. & all the rest of the folks came aboard. Braced forward, steering NNW. AT 5:30 p.m., spoke the Ships **Massachusetts** [of] Nantucket & **Tahmiroo** [of] Fairhaven... Lat. 16°42' N. Long. [blank].

...

[Saipanese in distress]

Saturday March 24, 1855

... Spoke the Ship **Rambler** of Nantucket & gammed with her, laying off & on near Sulphur [Iwo] Island... Latter part... in company with the **Rambler**... Capt. Porter came aboard & let us have three Saipan kanakas that he had picked up in distress...

...

[To Bonins, where they met the **Favorite**, the **Martha** of Fairhaven, and the **Vineyard**. Then to the Arctic, and to Hawaii where she shipped some oil home by the Bark **Covington**. A new First Mate must have taken over then (probably the former Secnd Mate), because the handwriting of the log-keeper changes when she sails again at the end of November 1855. Positions are no longer recorded, only the weather.]

...

Saturday Dec 15 [1855]

... At 3 p.m., saw the Island of New Nantucket. At 5 p.m., lowered 2 boats for the shore. Landed to look for eggs but could find none.¹ At 6, the boats came on board...

...

Friday Dec. 20

... Saw Byron's Island at 5 p.m., hove aback. The natives came on board...

Saturday Dec. 21

... Getting off wood and took a raft of casks on shore to fill with water.

...

Monday Dec 23

... Got off 4 bbls of sand, 1000 coconuts. At 3 p.m., made all sail and left the Island, steering SW...

...

Wednesday Dec 25

... At 8 a.m., saw Peru Island. Hauled aback. At 10 a.m., the natives came off...

...

Monday Jan 8 [1856]

... Spoke the **lady Hotchkiss** of Liverpool...

...

Saturday Jan 13

... Saw one of the Kingsmill's Group of Islands...

Sunday Jan 14

... Spoke the Bark **Cornwall** of London bound to Hong Kong...

...

Thursday Jan 18

... Spoke the Ship **Coral**, Capt. Manchester, of New Bedford...

¹ Ed. note: The guano mining had probably disturbed the birds.

Friday Jan 19

... Saw Strong's [Kosrae] Island. Latter part... saw and stopped at the Island of Wellington [Mokil]. Capt on shoe.

Saturday Jan 20

... Laying off & on at [blank] getting off recruits. At 6 p.m., Capt. came on board. Made sail, steering West. Latter part, fine trades. Saw the Island of Ascension [Pohnpei].

Sunday Jan 21

... Landed a man that came from the Sandwich Isalnds with us to be left there... Latter part, steering NW by W...

...

Sunday Jan 28

... At 2 p.m., saw the Island of Saypan. At 4 p.m., got up one chain and bent it. At 6 p.m., shortened sail. Middle part, working up off the Port of Saypan under easy sail. At 7, the Capt. landed and left the Saypan natives.¹ At 1/2 past 11, Capt. left the shore and returned on board. Made all sail for the Island of Guam...

Monday Jan 29

... At 5 p.m., took a Pilot but the wind dying out, could not get in. Middle part, laying off and on. At daylight, made sail and stood in. At 8 a.m., came to anchor in 20 fathoms of water. Latter part, fine, pleasant weather...

Tuesday Jan 30

... Getting ready to cooper our oil... Latter part... coopering oil.

...

Monday Feb 3

... One man by the name of Case fell down the after hatch and hurt his arm.

...

Thursday Feb 6

... One half of the men on shoe. Several sick. Myself among the rest.

...

Wednesday Feb 12

... Getting off wood. Men on liberty.

...

Friday Feb 14

... Finished getting off wood.

...

1 Ed. note: Picked up 10 months earlier at the Iwo Islands north of the Marianas.

Saturday Feb 23

... Shipped Mr. Perry, Fourth Mate, and came on board...

..

[No entries between Feb 25 and March 25, no doubt because the First Mate was mostly ashore on liberty and/or sick.]

...

Monday March 25

... Saw the Island of [blank]. At 8 a.m., Capt. left for the shore. At 10 a.m., squalls and strong breezes...

Tuesday March 26

... At 4 p.m., Capt. came on board...

...

Friday March 29

... At 11 a.m., saw a sail to windward...

[A Japanese, junk in distress]

Saturday March 30

... At 1 p.m., the sail kept off for us. At 2 p.m., tacked for her. She proved [to be a] China Junk blown from the land and in distress. Took them on board and then set fire to her. [Position not recorded]

...

Thursday April 4

... Put the crew of the Junk on board of a fishing boat at about 4 miles from the land.¹ At 4 p.m., kept off and made all sail steering to the NE...

...

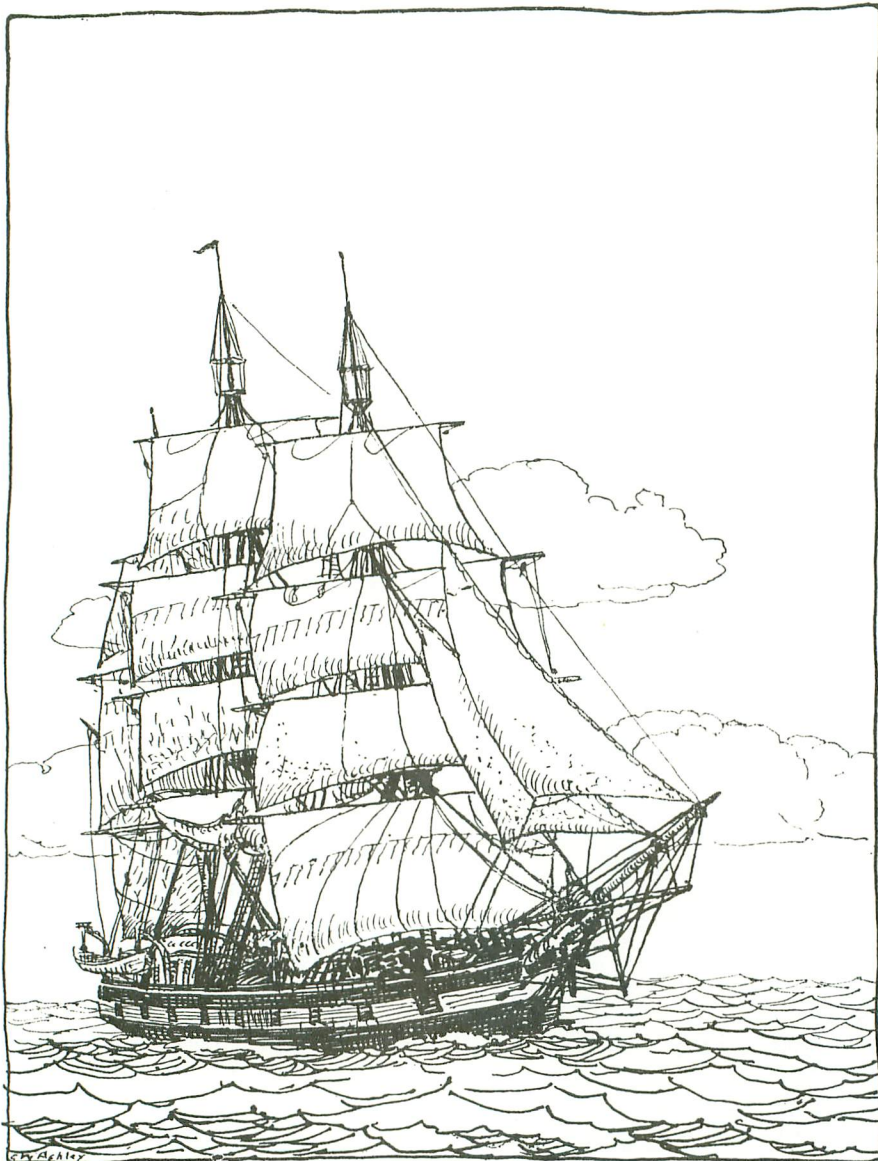
¹ Ed. note: Probably the Japan Coast as they reached ice at the 43° Lat. on April 11.

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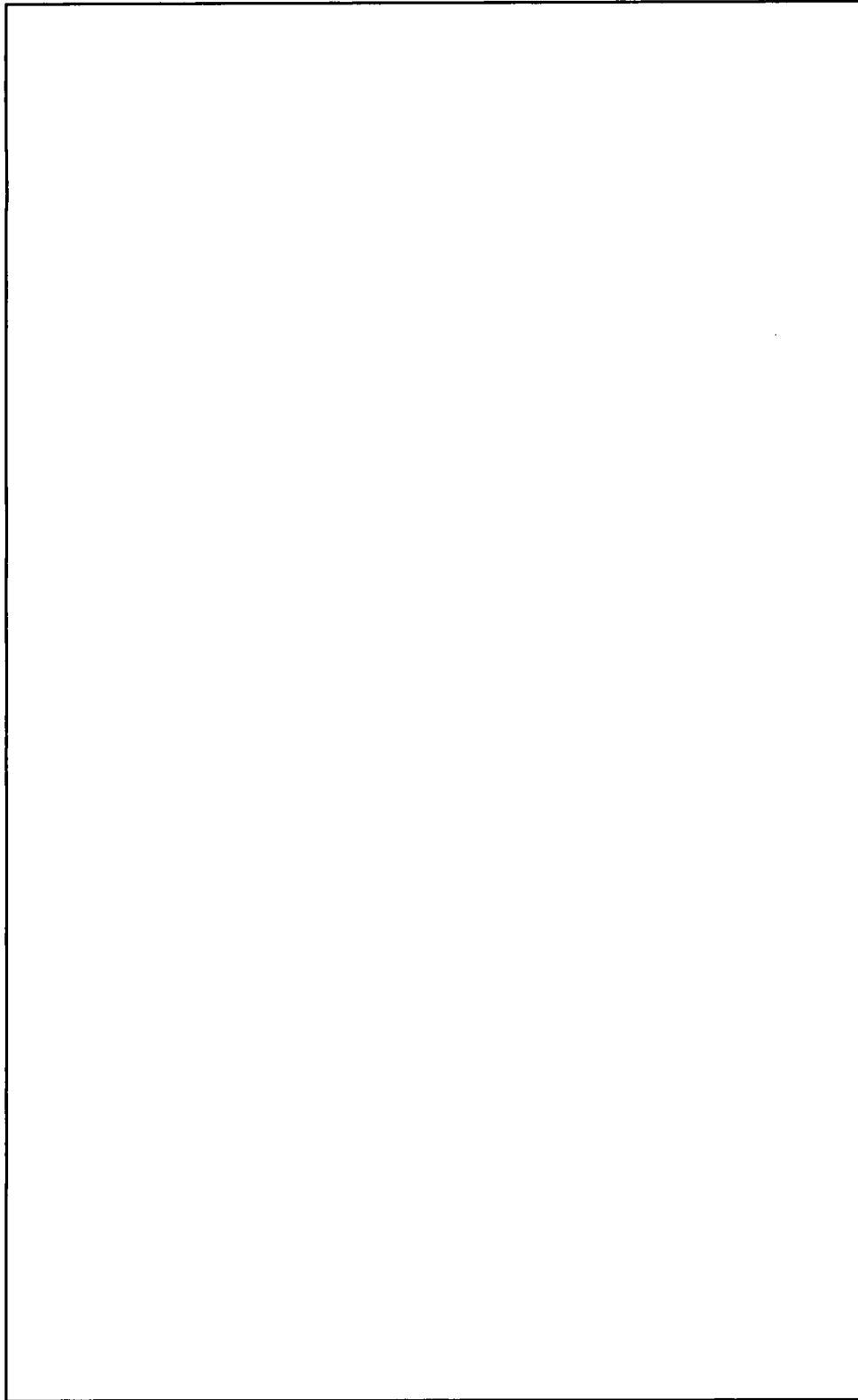
Ship James Arnold of NB

→ 1857 x (Ant)



10. SHIP JAMES ARNOLD

from Whaleships of N.B. (1929)



Ship James Arnold.

Documents 1854F

The Ship Miantanomi of New Bedford, lost at Pohnpei**F1. Extracts from the logbook of the Miantonomi, Captain William W. Clement**

Source: Ms. log kept in the New Bedford Free Public Library; PMB 349; Log Inv. 3259.

Note: The logbook was possibly kept by the captain himself.

...
[In April 1854, the ship was cruising near the Line. Set course for Japan in early May, and cruised near the Bonin Islands, where they met the **Winthrop**, and the **Jireh Perry** before all of them were hit by a typhoon. Then they all met the **Eliza L. B. Jenny**. By September, they headed southwards.]

...
Monday 10th [September 1854]

... At daylight Arrecifes [Ujelang] Island & reefs 8 miles distant bearing SW... Lat. by Obs. 9°25' [N], Long. by Chro. 161°00' [E].

...
Sunday Sept 16th

Commences with a light breeze from the NW. At 2 p.m., raised Wellington's [Mokil] Island bearing S 15 miles distant. Middle part, light breeze from the N, ship heading W. At daylight, raised Ascension [Pohnpei] 40 miles distant bearing W. Latter part, as above.

Monday 17th

Standing in for the Island. Middle part, laying off and on. At 8 a.m., took a pilot. At 9, anchored in 5 fathoms water. Smallpox prevailing on the Island.

Tuesday 18th

Employed in getting a raft on shore for water & washing ship. At daylight, the watch went on liberty for 24 hours, sick men also on liberty.

Wednesday 19th

Rainy weather. Employed in getting water. The watch on liberty.

Thursday 20th

Employed in getting & stowing down water, also getting hogs & yams. The watch on liberty.

Friday 21st

Employed in getting water & recruits, also assisting in getting a stick for Cat-Head, a Carpenter from the shore to make & put it in. The watch on liberty.

Saturday 22nd

Employed in ship's duty. Loosed the sails to dry & furled them. Also employed stowing away yams, wet hold, etc. The watch on liberty. Our sick men on liberty.

Sunday 23rd

Squally, rainy weather. The watch on liberty, **sick men** [emphasis not mine] on liberty.

Monday 24th

Employed in ship's duty. Rainy weather. The watch & sick men, on liberty.

Tuesday 25th

As above. The watch & sick men on liberty.

[Above entry repeated over the next five days.]

Monday October 1st

Commences with rainy weather. Employed getting wood. The watch and sick men on liberty. Samuel Thompson & John Kanaka got fighting in the forecastle. Mr. Hutchinson went down to lend Thompson a hand, being a particular friend of his. Some time after, Mr. Hutchinson told the Captain that he struck the Kanaka, and he did not know whether the Captain liked it or not, but he should do it again if he had an opportunity, also used considerable insulting language. Told the Captain that he should either discharge him or Mr. Gifford & that he should cut his throat before he would go in the ship with Gifford & other stuff too numerous to mention.¹

Tuesday 2nd

Commences with rainy weather. Employed in getting wood & other necessary duty. Laurence Burnett & Joseph Griffith ran away. Liberty hoped.

1 Ed. note: Mr. Gifford was one of the mates (see below).

Wednesday 3rd

Employed in getting wood, etc. Bent a new foresail. Sam Kanaka deserted...

Thursday Oct 4th/54.

Employed in fitting a Cat Head on the bow & other necessary duty. The Cook ashore on liberty. Shipped a boatsteerer by the name of Richard White for 2 cruises.

...

Saturday 6th

Shipped a native & a white man (Charles Crogroba). Discharged the Cook sick. At 4 p.m., got under way and proceeded to sea. Spoke the **Rover's Bride** of San Francisco, Capt. Smith, from Sydney, bound to Batavia.

Sunday 7th

... At sunset the Pilot left. At daylight boats boarded us from the Weather Harbor & told us our runaway men were ashore there. Latter part, laying off & on for the men.

Monday 8th

... Spoke the **Elizabeth Ellen** of New York, from Sydney bound to Hong Kong, going into the Lee Harbor for wood & water. At 3 p.m., the Captain left the ship for the Lee Harbor with a boat, 2 boatsteerers, with Charles Braley, discharged sick, going to Hong Kong in the **Elizabeth Ellen**. Middle part, laying off & on the Weather Harbor... Latter part, steered off for the Lee Harbor. At Meridian, the Captain came on board; did not succeed in getting our men.

Tuesday 9th

... Richard Thomas sick, Jim Kanaka off duty with the venereal; he says he has had it ever since we shipped him at Rarotonga, but he has never mentioned it before.

Wednesday Oct 10th 1854

... Lat. by Obs 5°25' N. Long by Chro 158°26' E.

...

Tuesday 16th

... Jim & Bill, Kanakas, George Flagg & S. Thompson sick... Lat. by Obs. 00°44' S.

...

[To Melanesian waters, where Bill, a Rarotonga native, broke out with smallpox. On November 4th, Dan (another Rarotonga native) had the same symptoms.]

...

Tuesday 7th

... Dan, John, Obed, Ben & Jerry, Kanakas, down with the Small Pox, also Alonso Tillipaugh, Small Pox.

...

Sunday Nov 11th 1854

... Our men still running a race and it is hard to tell who will win. Myself personally, collectively & alone, getting better. Lat. by Obs. 4°07' [S], Long. by Chro 159°03' [E].

Monday 12th

... Our men worse. Charles Hall, small pox & Manuel Portugue[se], making 10 off duty with small pox & 2 with something else. Lat. by Obs. 2°31' [S], Long. by Chro. 160°37' [E].

Tuesday 13th

... Some of our men very sick. Mr. Gifford sick. Lat. by Obs. 00°47' S., Long. by Chro. 161°15' E.

Wednesday Nov 14th 1854

... At 6 a.m., Obed Shearman, a Hope [Arorae] Island Kanaka died with small pox. At 8 a.m., we buried him... 4 natives & 3 whites with small pox. Richard Thomas & Mr. Gifford sick. Lat. by Obs. 1°47' N., Long. by Chro. 161°24' E.

Thursday 15th

... Some time during the night, Jim, a Rarotonga Kanaka, jumped overboard as we have searched the ship for him and he cannot be found; he has not been seen since 10:30 p.m. and then he was walking about dek crazy, disease small pox. Some of our men very sick. (Mr. Gifford **sick**). Lat. by Obs. 5°00' N., Long. by Chro. 161°01' E.

...

Saturday 17th

... At daylight, made Wellington's Island bearing W 15 miles dist. [blank] ...

Sunday 18th

Commences with a moderate breeze from SE. At sunset, made the Island of Ascension., The NE end bearing W1/2S about 40 miles distant. Middle part, squally. At daylight, NE End bearing NW by N 6 miles distant. Tacked to the S and E, wind from S to SSW. AT 8 a.m., tacked to the W, wind SSW. Latter part, wind hauled to the SE, ship heading along the reef for the anchorage. At 11 a.m., the Captain left the Ship for the Pilot. Luffed to the wind heading off shore, the nearest part of the reef 2 miles distant. At Meridian, Captain came on board with the Pilot, the wind getting very light.

Monday November 19th/54.

Commences with a light air from the SE. At 1 p.m., commenced towing with 3 boats, being all we could man & them very poorly manned on account of sickness, the Pilot, in one of the boats, helping to tow. The currents and swell setting us towards the reef in spite of boats & wind. At 2:30 p.m., let go the larboard anchor in 5 fathoms of water

forward & 3 aft. In about 3 minutes, the ship commenced striking heavy on the reef. In about 20 minutes, her bottom was nearly cut to pieces on the reef. At dark, cut away her spars to ease her. At 10 p.m., the ship bilged. Removed our sick men to a small island with the exception of 2 which were so bad we could not move them. Middle part, one of them died, a Rarotonga native. Latter part, all hands employed in trying to save our provisions, slops & other things which could be got at, but her casks had nearly all been cut into during the night by the natives, which was impossible to keep away. Everything in the provision line in a damaged condition.

Tuesday Nov 20th

Busy at work at the wreck with what **Men** we could muster. The rest of the crew were not able to work when they ascertained the things saved were for the benefit of the owners & not themselves.

Wednesday Nov. 21st

At work at the wreck but making slow progress for the want of men. John Adams, Kanaka, one of our crew, died with small pox.

Thursday Nov. 22nd

Busy at the wreck, but it is killing work for men to work on empty stomachs all day, in the surf up to their necks. The natives have cut all the casks open [which] they can get at, but there is no help for it.

Friday Nov 23d

Busy at the wreck, doing all we can to save property.

Saturday Nov 24th 1854

Blowing & raining heavy. Went to the wreck but could do nothing. Since we have been wrecked, I found some of our men have carried on a regular game of robbery. Several boatloads of property, such as shoes, clothing, cloth, axes, etc. sent from the wreck in charge of Mr. Hutchinson have been opened in his boat & every man for himself. Wm. B. King (steward) took the liberty of helping himself to what he thought proper & advised the rest to do the same. He being an old **Sea Dog** & something of a lawyer, they benefitted by his advice.

Sunday Nov 25th

Did not work.

Monday Nov 26th

Busy at the wreck.

Tuesday Nov 27th

Went to the wreck. Found that a gang of natives, headed by runaway sailors, had been to the wreck during the night and carried away about 50 bbls of meat, 4 bbls Black-fish Oil, one cask of bread & destroyed all they could lay hands on.

Wednesday Nov 28th

Busy at the wreck.

Thursday Nov 29th

Busy at the wreck with one boat's crew being all we could raise.

Friday Nov 30th

Getting ready to cut the ship down to get at the oil.

Sunday 2nd

Did not work.

Monday Dec. 3d 1854

Busy cutting the Ship down to get at the oil.

Tuesday Dec 4th

Employed as above but making slow work for want of tools.

Wednesday 5th

Found the wreck hove down seaboard, so our last 3 days work amounted to nothing. Commenced cutting through her bottom.

Thursday 6th

Busy cutting through her bottom.

Friday 7th

Succeeded in saving 9casks of oil.

Saturday 8th

Busy at the wreck, saved 10 casks of oil. Found 7 casks of oil stoven & the oil entirely out. If we could have had a gang of men these last 2 days, we could have had all the oil saved there was left, but with the exception of Mr. Gifford, Cooper, Jim Grace & 2 Portuguese[se] boys, the rest of crew would do nothing.

Sunday 9th

Did not work.

Monday 10th to Monday 17th inclusive.

Went to the wreck every day but could not do anything. Her lower deck frame lays on top of the casks & between top & bottom, there is no oil left. The surf breaking heavily over her during the whole time.

Tuesday Dec. 18th/54

Went to the wreck this morning and found it impossible to save anything more. At low water, set the ship on fire in hopes the water as it raised would stop the fire, so if there was anything left in the holds we might be able to save it. At high water, the fire went out, but it had burned her below the lower deck frame. Saved nothing more of any consequence.

Dec 23

We boarded the steamer **Unicorn** of Sydney bound to Hong Kong. Same day, she came to anchor.

Sunday, Monday, Tuesday, Wednesday & part of Thursday, employed in getting the property on board the Steamer.

Friday Dec. 29th [1854]

Sailed for Hong Kong.

[The logbook so ends. A circular rubber stamp with red ink says: "United States Consulate Hong Kong"]

F2. News of the shipwreck published in New England newspapers

Sources: Article in The Daily Mercury, New Bedford, Apr. 25, 1855; similar report in the Boston Post of same date.

Loss of Ship Miantonomi.

A letter from Capt. Clement, of ship **Miantonomi** of this port, dated Hong Kong Feb. 14th, reports the loss of his ship at the Island of Ascension, Nov. 18, 1854. Capt. C. states that he sailed from Ascension Oct. 6th, having recruited; that on the 21st of Oct. the small pox broke out on board; that he continued the voyage, trusting that with proper treatment the men would recover, but the disease increasing, on the 3d of Nov. he concluded to return to port. On the 18th, the mate and twelve seamen being down with the disease, he bore up for the island, 40 miles distant. At 8 A.M. he went ashore for a pilot, and returned with one at noon. At that time the wind had nearly died away and the current was fast setting the ship on the reef. Every effort was made to tow the ship off, but without success; she went ashore upon the reef and bilged. She had on board 300 bbls sperm oil, about 100 bbls of which were saved, which together with the

effects saved from the wreck, were carried to Hong Kong and sold for \$3500. The Captain and crew were taken to Hong Kong Jan. 26th by the Br. steamer **Unicorn**.

The **Miantonomi** was owned by Messrs. Swift and Allen, and insured at the following offices in this city: Commercial Mutual Marine, \$21,000; Mutual Marine, \$20,000 and Union Mutual, \$8,000.

Source: Article in the Daily Evening Traveller, Boston, June 27, 1855.

Disasters, Etc.

Ship **Akbar**, Van Pelt, from Valparaiso for Boston... Whaleship **Miantonomi** of New Bedford, Clement, while putting back to Ascension in October [sic] with smallpox on board, got in a ground swell in a dead calm, and went ashore on the reef, notwithstanding the boats were lowered, and every effort made to keep her off. Out of the 350 bbls. sperm oil, only 100 were saved, with about half her stores. In December the English steamer **Unicorn** from Sidney N.S.W., bound to Shanghai, touched at Ascension, took off the Captain, officers, and most of the crew of the **Miantonomi**.

Whaleship **Eliza F. Mason**, (of New Bedford) Jarnagan, which arrived at Guam Feb 20, while cruising in company with **Jireh Swift**, New Bedford, Dec. 16 [1854], was set on fire in the lower hold by four of the crew. Assistance was procured from the **Jireh Swift**, but the fire was not subdued until the afternoon of the 20th. On examination the skin of the lower hold and between decks was found burnt through one lower deck beam and a cushing much burnt, and a large portion of the lower deck, over the fire, nearly burnt through; a cask of shook heads partially and a bundle of shooks wholly consumed. The ships provisions were materially damaged by water. Four of the crew named Dow, Parras, Pillsbury, and St. Clair, were implicated, and subsequently confessed their guilt. The **E. F M.** watered at Umata, and when leaving that harbor on the evening of the 21st, Dow, the incendiary, and another seaman, a Portuguese jumped overboard, and swam for the shore, three miles off, which they succeeded in reaching; they were, however, subsequently arrested.

Document 1854G

The bark Ellen of Edgartown, Captain Huxford

Source: Log 242 in the New Bedford Whaling Museum; PMB 253; Log Inv. 1554.

Extracts from the logbook kept by Captain James E. Huxford

...

Sunday Dec. 185h [1853]

... At 11 a.m., spoke the Bark **Rifleman** of London, Grossmith, Master, 12 months out with 250 bbls sperm.

[Position on previous day was 4£ N., 130M156 E.]

...

Friday Nov. 3rd [1854]

... At 30 min. p.m., made Wellington's [Mokil] Island bearing W by N dist. 16 miles. At 5, was boarded by a boat from the Island manned by 10 natives and 2 white men. At 7 p.m., I went on shore with 2 boats to trade, and found it inhabited by 90 natives and 2 whites, one of whom acts as chief and has considerable authority. The island abounds in **taro**, bananas, coconuts, logs and fowls, all of which can be had for a trifle.

Saturday Nov. 4th

... At 8 a.m., made Ascension [Pohnpei] leaving SW dist. 40miles.

Sunday Nov 5th

... At Meridian, the N. Point bore W dist. 6 miles.

Monday Nov. 6th 1854

... At 2 p.m., took a pilot for the Middle [Bonatik] Harbor and at 3 came to anchor in 5 fathoms water, 2 cable lengths from the shore.

Tuesday Nov. 7th

... Got off and hoisted in 77 bls of water...

...

Wednesday Nov. 15th

... At daylight, the L. Watch returned on board, minus Henry Donovan, William Rank, Bremen Follet, and Wm. W. Gerrison who have deserted. At 2 p.m., the natives brought Wm. Gerrison on board; placed him in irons and sent him below.

...

Friday Nov. 17th

... At midnight, the deserter was brought on board and placed in irons. At 4 a.m., took the anchor and stood out of the Harbor and at 8 discharged the Pilot and kept off SW.

Saturday Nov. 18th

... Liberated the deserters. Lat. 6°21' N. Long. none.

...

[To Melanesia then towards Palau without sighting the islands, to the Molucca Passage, the Sulu Sea, the China Sea, the Indian Ocean, and hone.]

Document 1854H

The Syren, Captain Charles H. Allyn

Source: Log 1853S in the Essex Institute, Salem, Mass.

Extract from the log of this merchantman

Third voyage, 1853-54, from San Francisco to Calcutta.

...

23rd May 1854

Commences with light winds and pleasant. All sail set by the wind. At 11:30 p.m. a fire in sight on Pulo Anna bearing South about 5 miles dist. Tacked to the NE... 6 a.m. Pulo Anna in sight from topsail yard bearing SSW about 19 miles distant. St. Andrew [Sonsorol] Island to N by E about 21 miles dist...

24th May 1854

... At 2:40 p.m. Pulo Anna bore W1/2S, about 14 miles distant. At 3 p.m. Meriere Island in sight from top gallant yard. At 5 p.m. S1/2E about 14 miles dist. 6:30 p.m. Meriere bore S by W 12 miles dist.

Lat. by obs. 4°05' N. Long. by obs. 132°43' E.

...

Document 1854I

The ship Ocean, Captain W. C. Fuller

Source: Ms. in Nantucket Historical Society; PMB 381; Log Inv. 3594.

Note: The ship visited Kosrae, the Gilberts, and Nauru.

Extracts from the log of the ship Ocean of New Bedford

...

Saturday Sep. 2nd

Commences with moderate winds from SE steering SW by W employed painting spars. Middle; easant steering off NW[.] at 8 hauled to heading SSW at Midnight taken to N[.] at daylight saw some light on the reef at Simpson [Abemama] Island bearing NW[.] ran our sail to land found the current setting to S[.] Latter part steering of[f]. at Noon spoke the Bark **Belle** of Fairhaven 20 months out 300 sperm 500 Cocoanut oil[.] saw a small vessel anchored inside of the reef after coconut oil[.] found this Island to be correct by Norie Chart.

Latt. by Obs. [blank]

Sunday Sep. 3rd

Commences with moderate wind steering to S[.] at 2 PM ... Latter part steering to NE[.] Simpson Island bearing NE ... One sail in sight.

Latt. by Obs 18 Miles N. Long. by Ob(?) 174°11' E.

Monday Sep. 4

Commences with light winds from ESE steering to NE. Simpson Island bearing NE by N 10 miles Dist. Henderville in sight[.] at 4 PM got sites [i.e. sights] and found our Chronometer to be Correct with Wilkes & Nories Charts[.] at 4 PM tacked to S[.] one sail in sight. Middle part pleasant steered on broad tacks. Latter part light winds from E steered to NNE. Simps[on] in sight.

Latt. by Obs. 2 Miles S. Long. by Ob [blank]

...

[The ship remained cruising near Abemama, Aranuka, and Maiana Islands for a few days.]

...

Saturday Sept 9

Commences with moderate winds steering S for the Canoe[.] at 1 PM picked up the Canoe with 25 Natives, men[,] women & Children in strong condition having been five days as nigh we could ascertain[,] three having died being without water[,] found a few dried shell fish and two Cocoanuts[,] two of these Natives women being very sour(?) took them all on board and nourished them up with water, rice, broath &c took the canoe in it being very old like a ship[,] steered off[f] for Ocean [Banaba] Island[,] employed putting up a Men Main stop Brast stay[,] Middle part steering SW by W[,] at 9 one of the Natives women died[,] at Midnight Committed the body to deep bottom fast(?) found Ocean Island some 20 Miles to E having a strong Current to W[,] Made all sail to work up for the Island[,] saw finbacks[,] the Natives all were quite revived.

Latt. by Obs 59 Miles S [sic]. Long by Ob(?) 169°33 E.

Latt. Ocean Island Correct 50 Miles S.

Sunday Sept 10

Commences with strong winds working up for the Island[,] at 4 found we did not gain to windward because the Current being strong to W[,] steered off[f] for Pleasant [Nauru] Island steering NNW...

Latt. by Obs. 9 Miles S. Long by M(?) 167°33 E.

Monday Sept 11

Commences with moderate wind stering S by W at 3 PM saw Pleasant Island bearing bearing W[,] we found our Chronometer some 15 Miles to W of the ship hauled to wind steering to S. Middle part sterred on broad tacks[,] latter part pleasant[,] at 5 AM saw the Island bearing WNW steered of for the village found the current setting strong to W at 9 AM the Canoes came of we took the Natives on shore we picked up Jasmine(?) to treat them well[,] employed trading for Hogs for Cocoanuts &c.

Lat. of Ocean Island N point 32 [miles] S.

Long. of Center O. Island 166°55' E.

Tuesday Sept 12

Commences with moderate winds from E lay off on Trading for Hogs fowl &c on the SW side of the Island[,] Middle part steered to NE with all running(?) sail set[,] latter part the same[,] employed setting up head rigging and various jobs.

Latt. by Obs 7 Miles N. Long by Ob. 167°12 E.

...

Friday Sept 15

... at 8 AM saw the wreck of Canoes four Miles off[f.] lowered two boats and went to see if any of the Natives were on it[,] found it to be all broke up with no person on it[,] broke up part of it for firewood[,] at Noon came on board.

Latt. by Ob. 1°00 N. Long by Ob. 167°01 E.

...

Friday Sept 22

Commences with light airs from ESE[.] employed setting up shooks[.] at 4 PM took rain squall from SE[.] Middle part steering WNW with thick weather[.] latter part thick with passing rain squalls[.] at daylight saw Strongs [Kosrae] Island bearing WNW 30 Miles Dist[.] at Noon the Island in sight about 15 Miles Dist.

No Obs.

Saturday Sept 23

Commences with light wind from S and passing squalls at 3 PM took a Pilot and stood in for East Harbour at 4 put the boats ahead trying to tow in took a light breeze off[f] the Land[,] hauled off[f] shore[.] Middle part lay off and on[.] latter part light winds from WNE at 7 AM the pilot came on board struck in for the passages at 8 AM came to Anchor in 9 fathoms of water muddy bottom.

Correct Latt. of Strongs Island 5°20' N. Long. 163°06 E.

Thursday Oct 5th

Commences with light wind[.] employed getting ready for sea[.] Discharged Henry Miller sick by his own ascent and free will[.] Middle part pleasant[.] latter part light wind from W at 5 AM took the Anchor and towed out of the Harbour set the Top sails and Top gal[lant] sails at 7 discharged the pilot[.] employed stowing Anchors at 8 Capt went on shore.

Latt. by Obs 5° 20' [N.] Long. by Ob 69 [rather 169°] 58' [E}.

Friday Oct 6

Commences with light winds lay of and on at 2 PM the Capt came on board with Capt Beckerman¹ to search the ship one of his men having stowed himself away found him between Decks took in the boat and carried him back at 3 saw a sail to NE at 6 tacked NE[.] Middle part pleasant stering on broad tacks[.] latter part squally took in light sail and hauled down the topsail[.] saw the Island bearing W by N[.] employed stowing the cables[.] one sail in sight.

Latt. by Obs. 5°22' N. Long by Ob. 163°59' E.

...

[The ship then headed for New Zealand but returned to Micronesia one year later.]

...

Monday Aug. 27 [1855]

... at 6 spoke the **Mohawk** of Nantucket 12 months out 450 Bbls sperm ...

Latt. by Ob. 48 Miles S. Long by Ob 178°37 W.

...

Friday Aug 31

... Spoke the **Alfred Gibbs** of New Bedford ...

1 Ed. note: Of the ship Othello.

...

Tuesday Sept 4

... passed over Phebe [Tamana?] Island saw nothing of it...

Lat. by Ob 10 Miles S. Long. by Ob 176°32' [E].

...

Sunday Sept 23

... at 8 spoke the Bark **Franklin** 23 Months 800 [bbls].

Latt. by Ob 43 Miles S. Long. by Ob 178°56 E.

...

Sunday Sept 30

... at 1 PM saw Boquam[sic = Byron?] Island bearing SW 15 MILES Dist ... at 5 saw Perot(?) [Beru] Island bearing WSW...

...

Tuesday Oct 2nd

Commendes with light breeze from E lying off Rotches [Tamana] Island heading for ... spoke **Monticello** of Nantucket 23 months out 350 sperm was lost with an Soon(?) found foul was Discharged being sent one ship named Coleman[.] found the Current setting strong to W[.] Middle part light winds from ENE steering ESE[.] latter part the same with passing rain squalls.

Latt. by Obs. 3 m[iles] S. Long by Obs 176°.15.

...

Rotches Island in Latt. of 24 [miles] S. Long. 176°10 E.

...

Saturday Oct 6

... at 11 AM saw Perot [Beru] Island bearing N 15 Miles Dist.

Latt. of Perot Island 123°00' [sic] S. Long of Perot Island 176°20' E.

Shipped one Native Named Perry Gouled.

Sunday Oct 7

Commences with moderate winds from ENE standing by the Island several canoes came on board with Hats Mats &c. to trade ...

Latt. by Ob 19 Mi. S. Long. by Ob 175°41' E.

...

Tuesday Oct 7

... at Noon saw Simpsons Island bearing NNE[.] tacked to wind bearing in for the Land at 4 steered of WSW.

Latt. by Obs. 20 Mi. N. Long. by Ob 174°12 [E].

...

Monday Oct 15

... at daylight saw Ocean [Banaba] Island bearing SE by E 25 Miles distance.

Latt. by Obs 40 Miles S. Long by Ob. 169°50' [E.]

...

Monday Oct 22

Commences with light wind from SW steering to SSE[.] saw Black fish[.] at 3 PM
spoke the Brig **Fortune** of Sydney 6 mos out 100 bbls...

Lat by Obs. 35 Miles S. Long by Obs 167°37' [E.]

...

Wednesday Oct 25

... at 7 saw Pleasant [Nauru] Island bearing W 10 Miles Dist[.] Stood of for the Land[.]
Bent a new spanker[.] at 10 several canoes came of with pigs[,] Melons, &c.

Latt. by Ob 35 Mi. S. Long. by Ob 166°42' E.

...

[The ship then headed back to New Zealand, and eventually home.]

Document 1854J

The barque Lady Elgin, Captain Irons, finds a new reef

Source: Nautical Magazine, 1855, p. 278.

Breakers on the southern side of the Caroline Archipelago.

(Caution to Shipmasters.)

Barque Lady Elgin, 18th February, 1855.

Sirs,—I beg to transmit to you the following information respecting a shoal seen in the Pacific (not laid down in the charts) on board the barque **Lady Elgin**, under my command, on the passage from Sydney, New South Wales, to Moulmein.

I am, &c,

D. Irons.

[To] Messrs. John Haly & Co.

Wednesday, 22nd November, 1854.—At 2:05 p.m., running five miles per hour, the ship suddenly came on shoal water, the bottom was distinctly seen, (sand and coral,) sounded, and found 10 fathoms. Altered the course to S.S.W., and found the water shoaled to 7-1/2 fathoms about a mile or a mile and a half; when broken water was seen bearing north, and clear water bearing west. Altered the course to W.b.N., and deepened the water to 8-1/2 fathoms. All this time the bottom was so clearly seen as to discover the fish close to the sand, and sharks in great numbers. At about 2:45 the water deepened to 10 fathoms; at 3h. p.m. no bottom.

At noon the latitude, by good observations, 6°19' N, longitude, by two chronometers, 149°38'30" E., two hours' run from noon at five miles per hour. Course W.b.S. 4° easterly variation by azimuth and amplitude, places that part of the shoal in lat. 6°18' N., long. 149°28'30" E.

D. Irons, Master.

[This is an important addition to the chart, and should serve as another warning to seamen to be on their guard when **near** this dangerous archipelago.—Ed.]¹

¹ Ed. note: According to Bryan's Place Names, this shoal is now called the Lady Elgin Bank, or Irons Shoal (Car. 21). It is located to the south of Pulusuk Atoll.

Document 1854K

The whaler Delta brought smallpox to Pohnpei**Report of Rev. Sturges**

Source: Article in The Friend, Honolulu, Sept. 1854.

Island of Ascension.

Small Pox—Shipping—Rum-Vessel.

Rone Kittie, March 25, 1854.

Dear Sir:

We hope we are now on the safe side of a fearful crisis. Some six weeks ago, the **Delta**, Capt. Weeks, having the small pox on board, forced her way into the Parion [sic]¹ The pilot, "Bill Powers," took her in to this harbor because he could not take her into the tribe where he belonged, and because it was less protected, being at the extreme of this tribe. The ship having come to anchor, the men sick with small pox were taken ashore upon one of the reef islands near by. They were soon followed by the natives, and plundered of their clothing. Our Nanakin, on being notified of the danger, repaired to the spot, had the stolen clothes burnt, the plunderers, with all concerned, put on a small island upon the reef. To prevent all intercourse with the ship, he planted two loaded guns upon the beach, and stationed armed men along the bay. So far there has been no case of this awful disease upon the island. To God, our Deliverer, we give thanks in the name of these poor people.

During the shipping season, which is now almost done, we have had upwards of some thirty vessels in our ports, all of which have procured supplies, so far as they had suitable trade, and still there are supplies. There has been a good deal of confusion owing to the unsettled state of things among foreigners since Mr. Corgat's death. We have been treated with uniform kindness, and have had the pleasure of giving very much reading matter to sailors. We love this class of people, and rejoice to be here where we

1 Ed. note: The Panian, or Mutok, Harbor.

may do them good. Why did you not send our bell and flag; our Bethel looks quite naked without them.

Letters have just been received, stating that one of the trading firm of this island, bound here with *rum*, etc., was twice compelled to put back, and the last time wrecked; also, that he is making his third attempt to reach here with his cargo. We cannot wish any man harm, but we do sincerely hope and pray that his cargo may never reach here.

There is a "sunny side" to our enterprise, but to see it we must ascend some of the higher summits of faith, and look into the sun of God's glory reflecting light and heat into these vallies of dry bones. Our trust is in our Lord; we will sow the seed and patiently wait [for] the harvest. Pray for us and our work; the "night of toil" will open upon this island a glorious day.

Yours truly,
A. A. Sturges.

[Note added by the Editor of The Friend]

In the foregoing letter, the question is asked, "Why did you not send our Bell and Flag? Some months previous we had intimated that such was our intention. We still remain of the same mind, that as soon as our means will allow, both "Bell and Flag" shall be forwarded. Will not some of our readers assist us in this undertaking?

Ed. of Friend.

Document 1854L

The barque Active, Captain Thomas Morrison

Sources: Ms. log in the Providence Public Library; PMB 571; Log Inv. 95.

Extract from the log kept by Captain Morrison

...

[Passing northward through the Carolines]

Tuesday Feb 21st [1854]

Strong trades and squally with a heavy swell headed NNW and N by winds. M[idle] P[art] headed from N to NNW observed the water to be very phosphorescent in spots. L.P. at daybreak made Hawis Islands so called on one chart and on an other Eleato and Namoliour bearing E dist 10 or 12 miles[,] the ship heading at the time N by W per compass. At the same time Olimarao Isles bore about NW dist 10 or 12 miles from which we saw an extensive reef extending from the East side of the Easternmost Island about one mile to the other Island dist 7 or 8 miles to the westward of it. Ends with strong trades and fair weather.

Lat 8°09 North Long by Chron [blank]

Wednesday Feb 22

Strong trades from ENE to E by N and fair weather headed N and N by E by wind per compass M.P. strong breezes with passing squalls L.P. more moderate ends fine weather.

Lat by obs 10°22 North Long by Chron [blank]

Thursday Feb 23rd

Comes in with a fresh breeze from ENE and cloudy steered N 1/2 W by wind M.P. steered N by W 1/2 W. At 8 hours and 30 AM made the Isle of Guam one of the Ladrone or Marian Group bearing N by E dist 35 miles hauled up by the wind and headed for the land.

Lat by obs 13°05 N Long 144°14 E.

In Umatic Bay Guam

Friday Feb 24

Comes in with moderate breezes from ENE to E and fine weather steering in for the land at 5 o'clock PM took a Pilot at 7:30 came to anchor in Umatic Bay in 9-1/2 fathoms water with the Flagstaff on the Fort bearing NE by N.

Saturday Feb 25th

Employed in watering and wooding and painting and recruiting ship till March.

Wednesday March the 8th

Strong trades throughout the 24 hours. At 8 AM got under way in company with the **Alice Frazier** and **Jireh Swift**.

Thursday March 9th

Strong trades all these 24 hours headed NW by wind. The **Alice Frazier** in company. Employed in making a stock for the larboard anchor having broken the stock in Umatic. Experienced a strong current setting SW.

Lat. 14°58 Long 143°18 E.

Friday March 10

Moderate breezes throughout these 24 hours and light showers of rain. The A.F. in company[,] finished the anchor stock.

Lat 15°00 [Long.] 142°36 W.

[The two ships went to the Bonins where they stopped at Port Lloyd and met the New Bedford whaler **Mount Vernon**, Capt. Nye. Three men from the Active deserted here (Charles Burgess who was later caught, David C. Smith, and Thomas H. Rockwell) and one unnamed man from the Mount Vernon. Other ships in the offing were: the **Bengal**, the **Bowditch**, the **Black Warrior**, the **Robertson**, and the **Meteor**. The Active went north to the Yellow Sea, then home.]

Document 1854M

The ship Daniel Wood of New Bedford, Captain Joseph R. Tallman

Source: Ms. in the Providence Public Library; PMB 874; Log Inv. 1349.

Extracts from the log kept by Henry A. Howland

...

[After rounding Cape Horn, the ship headed to the Hawaiian Islands during the summer of 1853, then headed straight for the Okhotsk Sea. Visited Hawaii in November, then headed for Hong Kong, by way of Micronesia. On the way SW from Hawaii in January 1854, it was in company with the ship **Pacific**.]

...

Saturday 21 [January 1854]

Commences with light Easterly winds. course W by S employed in the Rigging. Sent down the new M. Topsail and bent the old one. Gimming. A.M. do. 10 raised Wellington [Molil] Islands.¹ kept off for them[.] 1 hauled aback abreast of the passage with the P. a boat and canoe coming off. A Boat from each ship went ashore. Got 8 Green Turtle 3 Barrels Taro and 300 Cooanuts. Lying aback gamming with the **Pacific**.

Sunday January 22

At 11 P.M. the boat came aboard. kept off West for Ascension [Pohnpei]. A.M. fine N.E. wind and pleasant. course W by S. 10 raised land. 11 Pilot came aboard. Bent the chains and got the Anchors off the Bows.

Monday 23.

At 1 P.M. run into the Harbor and came to an anchor. got the Kedge out and warped her in. let go again in 15 Fathoms, and moored her with the Kedge astern. The **Pacific** followed in and moored. The **Covington**, Newman, of Warren is lying here. We got off about 100 bbls of water 10 Boat loads of wood, 400 cocoanuts, a dozen Pigs, 50 fowls, shells &c. at this place, which employed us about 4 days. we were wind bound 3

¹ Ed.note: Note in margin: "Sun. 22."

days more which made us a fine Holiday, which we spent in gamming, bathing, with our chums on board the **Pacific**.

29. Hove up our anchor and run in to a safe anchorage. cut 30 Iron Poles. acting the part of bends, &c &c &c

Monday January 30

A.M. went on board the **Pacific** and helped get her under weigh. 10 got under weigh ourselves and stood outside the reef, and hauled aback.

Tuesday 31.

Commences with fresh N.E. breezes and pleasant weather. laying aback waiting for our Kedge. Stowed the anchors and chains. 1 P.M. kept off in company with the **Pacific**, and run down abreast of the lee or Bonaket Harbor. The two skippers went in to the **Alice Mendall** [rather Mandell] and **Alice Frazier** lying here at anchor. the ships laying off and on & the boat came of. Kept off till 12 and hauled aback until daylight A.M. wind N.E. course W.N.W.

Lat 6°30 N. Lon 157°06 East.

...

Sunday February 5.

Commences with fine NE breezes and pleasant weather on the wind to the N.W. 3 raised the Island of Rotta, 3 points on lee bow. stood along to windward of it. variously employed in the Rigging our partner about 6 miles on the weather quarter. Killed a Pig. At dark took in Top Gallant sails F. Jib. A.M. fine breezes from N.E. set M. Top Gallant sails.

Lat 15°45 North. Lon 142°46 East.

...

[After visiting Hong Kong in February 1854, became ice bound in the Okkosk Sea in May 1854. Was in the Hawaiian Islands in October 1854, where it took passengers on board for Pohnpei where it arrived in January 1855.]

...

Thursday 18 [January 1855]

Light from N. course W.S.W. Mending Foresail and covering Fore Top Rigging. Middle calm with rain. A.M. light variable winds with Rain.

Lat. 5°30 [N] Long 174°45 East.

Our Ascension Wood, with 2 Boat Loads from Ochotsh is about used up. We have burnt about 13 Boat Loads the past year.

Friday 19 [January] 1855

Commences with light variable winds, with rain squalls. Mending Foresail. Middle Rain. Rain. Rain. Calm. A.M. fine N.N.E. breezes and heavy Rain.

Lat 5°00 Lon 173°55

...

Monday 22

Squally with Rain. Hunters [Kili] Island in sight to N.E. 15 miles distant. A.M. fine breezes from N.E. with Rain squalls. Cleaned out the Blubber Room.

Lat 5°25 Long 166°19 East

...

Wednesday 24

Fresh from Northward course W by N. Tarring down the F. Top Backstays. A.M. do. do. 10 raised Wellington Isles bearing SW by S. Kept off and run down past them. 11 spoke the **Cicero**, Manchester of New Bedford lying off and on here. Saw another sail, off and on.

Lat 6°44 Lon 159°12 East.

Thursday 25

Fresh from N.E. Course W by S, 1 pt bar.

[cont'd] Fresh from N.E. Course W by S. at 4 P.M. raised the Isle of Ascention [Pohnpei]. double reefed furled Jib and Main sail, and luffed to the wind heading N.N.W. off and on during the night. A.M. 9 took a Pilot.

Friday 26th.

Came to an anchor in Middle Harbor. The **Metacom** and **William Badger**, Braley lying here, in coming to an anchor, it not holding drifted into the Barque and carried away her Fly Jib Boom, and our Spanker, Boom, spliced one Boom and rigged it out. got off 90 bbls Water, 15 Boat Loads Wood. The **Cicero**, Manchester, **Morea**, Manchester, the Bark **Iris** and the Bark **Favorite**, Spencer [rather Spooner], came in while we were here. We were ready for sea on the 5th but the wind being so much to Eastward could not weather the lee points. The 9th the wind at N.E. N. got under weigh and stood outside the reef. the **Morea** and **Cicero** also came out. E.S.E. heads out clear. hauled aback and sent a boat in for our lines. 10 the Boat came on board. kept off West Stowed the Anchors and unbent the chains. Broke out Water, Bread, Meat &c &c.

Saturday February 10. Lat 6°45 N Lon 157°36 East

Fine from N.E. hauled up as we drew past the land. Course N.W.—N.N.W. 1/2 N. A.M. do. course N.W. 1/2 W. Painting ship inside.

Lat 8°50 N. Long 156°16 E.

...

[The ship went once more to Hong Kong, bypassing the Marianas.]

...

Tuesday 20 [January 1855]

Fine from N.E. course W.N.W. variously employed. A.M. do. employed in ships duty. Sail in sight on weather beam. hauled up to speak her but she proved to be a merchantman so we kept off again.

Lat 18°25 N Long 135°45 [E]

...
[After Hong Kong, the ship once again went to the Okhotsk Sea, etc. and headed for the Hawaiian Islands in October. Anchored at Hilo, then Oahu. Afterwards it went cruising in the South Pacific, rounded Cape Horn and returned home.]

Documents 1854N

The shipwreck of the whaler **Canton I**, Captain Wing, at Canton Island

Notes: The Canton I, 409 tons, Captain Andrew J. Wing, had left New Bedford in August 1852. First mate was Wm Carrol, second mate Mr. Fisher, third mate Mr. Martin.

N1. News published in New England

Sources: Article in The Daily Evening Standard, New Bedford, Nov. 1, 1854.

Note: A similar report, omitting names of owners but stating that letter was received by W. C. N. Swift, Esq., in The Daily Mercury, New Bedford, Nov. 1, 1854.

Loss of Ship **Canton**.

A letter received in this city, dated Hong Kong Aug. 22d, 1854, states that the ship **Canton**, Wing, of this port, was lost on the 5th of March last, in lat. 22°40' S [rather 2°40' S] long. 173° W. on a coral reef, not laid down on the ship's chart—according to their reckoning there was no danger within 90 miles. Struck at 1-1/2 o'clock a.m., and immediately cut away the mast; at 6 a.m., the ship bilged, and the larboard quarter washed away. Officers and crew all saved, on a sand bank. The provisions and water also saved, as they washed ashore.

March 30th left the bank in boats, for the King's Mill Group, but having no correct instruments, missed them. The weather being bad, kept away for Guam, and on the 19th of May reached Guam, after being 49 days in the boats. Capt. Wing, 1st and 2d officers, and 2 seamen, arrived at Hong Kong 21st, from Guam, and would proceed home by the first opportunity. The **Canton** was owned by Messrs. F. Perry & W. C. N. Swift of this city, and when lost had on board 1300 bbls. of oil.

Source: Article in the Boston Daily Journal, Apr. 20, 1855.

Adventures of a Whaling Crew.

The Alta California contains an interesting account of the adventures of the officers and crew of the Whaleship **Canton**, of New Bedford, which was wrecked upon a reef in the Pacific Ocean about a year since. The **Canton** sailed from Otaheite on the 3rd

of January 1854, on a whaling cruise on the line. On the night of the 4th of March, when jogging slowly along under shortened sail, the look-out — a careless fellow probably — suddenly saw white water close under the bows, and before the wheel could be got hard up, the ship struck upon a reef, and came abroast to the surf on her beam ends, the breakers making a clean sweep over her. All hands clung to the wreck until daylight, when, by means of ropes and a boat, they succeeded in reaching the shore without the loss of a single life. The reef upon which they struck was in latitude 2°45' South, and longitude 173° West, and is said not to be laid down in any charts. The crew were almost destitute of covering when they reached the reef, but fortunately one of the first articles washed ashore was a cask of clothing, from which they procured an abundant supply. They erected a sail tent, and remained upon the barren island four weeks, repairing the boats and waiting for the ship to break up so that they might procure provisions and water. During this time the thermometer upon the reef in the daytime, in the best shade which they could procure, indicated a temperature of 135° [Fahrenheit], and in the night time 95°. At length, having procured a limited supply of food and water, they started, in four boats, for the King's Mill group of islands, eight hundred miles distant. All hands were put upon an allowance of half a pint of water and half a biscuit per day. The boats were kept together at night, and in the daytime separated as much as possible to look out for land or sail. They encountered some severe weather, and missed the King's Mill Islands which they sought.

Keeping on their course they reached, on the forty-fifth day Saypan, one of the Ladrone [Mariana] Islands, in so exhausted a condition that not one of them could stand upright. Here they caught birds and fish, and ate some cocoa-nuts, and at length, being unable to procure water there, started anew for Tinian, thirty miles distant. The Commander of this island taking them for pirates, called his soldiers together to fire into them if they should attempt to land. After ascertaining, however, their character and distressed condition, he supplied them with water, fruit and bread, and in four days more they arrived safely at Guam, after having passed forty-nine days in open boats and performed a voyage of more than thirty-five hundred miles.

From Guam the captain, first mate and two of the crew, soon found their way to San Francisco, by the way of Hong Kong and Honolulu, and the seamen, who were left behind, probably found no difficulty in procuring berths on board the whale ships which frequently stop at Guam to procure supplies.¹

1 Ed. note: A similar report was published in the Whaleman's Shipping List and Merchants' Transcript, on November 7, 1854.

N2. News published in Honolulu—Narrative of Mr. Meek

Sources: Article in the San Francisco Herald; copied in The Friend, Honolulu, March 1, 1855.

Wreck of a Whale-Ship—Perilous Adventures of the Crew.

Mr. Meek who arrived here in the *Equator* from Manila, furnishes us with the following account of the wreck of the wahleship *Canton*, 1st of New Bedford, A. J. Wing, master. The ship sailed from Tahiti for the Marian and Sandwich Islands. On the night of March 5th [1854] at 12:45 a.m., she struck on a sand bank in latitude 2°48' South, longitude 173°38' West. The sea was very high at the time, and every wave made a clean breach over her. No land was visible. The crew managed to cling to the wreck during the gloomy hours of night, and at daylight contrived by the aid of one of the boats and a line carried to the desert sand island on which they struck, to reach the shore in safety, but almost worn out by their sufferings. There was no water or vegetation on the island, and starvation stared them in the face. On the 6th the stern of the ship was broken off by the sea, and fortunately nineteen casks of water floated ashore, and were secured. The same day the crew succeeded in saving three more in the boats, and by the assistance of an expert kanaka swimmer were enabled to communicate through the rough sea with the wreck, from which they saved a quantity of bread and other provisions. Shortly after the ship went to pieces, and her cargo of twelve hundred barrels of oil was lost. The officers and crew, consisting of twenty-eight persons, remained upon the island until the 31st of March, when finding their supplies getting short and no prospect of relief, with a lingering and horrible death awaiting them if they remained where they were any longer, they put to sea in their open boats, and after forty-nine days of extreme hardship and destitution, being reduced to half a biscuit a day to each man, they arrived safely at Guam, one of the marian Islands, belonging to Spain, where every kindness was extended to them by the Governor. Here they remained for some time, until the arrival of a whaler, when the second and third mates and four of the crew shipped on board her. Capt. Wing and the first officer took passage on a Swedish brig¹ for Hongkong. Mr. Meek and four others went in a Spanish vessel to Manila, and fifteen of the crew still remained at Guam.—San Francisco Herald.

N3. The narrative of Sylvanus S. Longley

Source: Sylvanus S. Longley: "The Wreck of the Whaler 'Canton'," in the New England Quarterly, n° 13 (1940), pp. 324-335.

Note: The author, a survivor of this shipwreck, wrote this story when he was 80 years old. At the time, he was only 19 years old. Captain Wing was 34. Most of the crew were from Acushnet, a town near New Bedford.

...
[After visiting Hawaii, the ship went to the Ochotsk Sea, then to Tahiti. Bound to the Ochotsk Sea once again.]

¹ Ed. note: The Knut Bond (see below).

...
On the 4th of March 1854 at about 1 a.m. the ship was bowling along under shortened sail with a fresh wind abaft the port beam.

The larboard watch was being called to take their turn when from the Lookout on the port Bow the startling cry "Hard up your helm. Breakers ahead. Hard, hard up, hard up..."

All the watch on deck were on their feet in an instant. Nothing could be done. The ship just then touched the bottom lightly then she brought up with a jerk that sent the spray over the deck.

The writer was sitting on the windlass just abaft the foremast and at these startling words stepped on the forehatch just as the ship touched lightly; turning his head, he could see the white streak of breakers on both bows. A number of the crew were getting ready to lower the waist boat when the tall athletic form of Mr. Carrol appeared taking in the situation at a glance and, seizing a handspike, he ordered "Belay that davy tackle fall, belay all I'll kill you." The davy tackle was belayed instantly. It would have been sure death to the boat's crew if it had been lowered. Putting the helm about had brought her around larboard side on and the waves made a clean sweep fore and aft. Capt. Wing ordered the fore and mizzenmast and the main topmast cut away. He cut away the mizzenmast himself and said [to] Longley (who was near the main rigging), "You hold on with both hands and when you can cut the lanyards of the main topmast."

I think Mr. Carrol crawled forward and cut away the foremast. We could do no more. Every man was ordered to take care of himself. Most every one tied himself to the weather gunwale. The first 3 or four hours the waves broke over us every few minutes nearly carrying us away but we all stuck to the weather gunwale. Capt. wing and Mr. Carrol said that the chart showed no land near where we were.

In a few hours by the dawn's early light, we could see a white streak a few hundred yards to the leeward which proved white sand on the beach. The question now was, how to get to that white streak of sand? Some oil casks were broken open and contents thrown on the water. It made no perceptible difference. The waves did not break over the ship as bad as at first but that 3 or 400 feet was a long distance. 2 or 3 men tried to swim ashore with a rope's end but current swinging around the end of the ship was too much. No man could do it. Capt. Wing says, "I can take that larboard boat and with a good crew can make the beach with a rope's end." Mr. Carrol says, "Captain, that is a dangerous trip. You have a family. I have none. I'll go."

With 6 good men at the oars he made the trip, pulled 50 fathoms or so of line ashore, tied the boat to the line and we on the ship pulled the boat back to the ship and the 2nd boatload went ashore also. In trying to pull the boat back the 2nd time she was swamped and put out of commission. The only show now was for 1 or 2 to tie themselves to the rope and those on shore pulled them through the breakers. [Capt. Wing directing on the ship and Mr. Carrol on shore]

At last, every one was ashore and alive, though a number had to be rolled on barrels to bring them to life. Capt. Wing was the last to leave the ship. We were now all on shore. The next thing was to fix for the changed conditions. Capt. Wing was ably assisted by Mr. Carrol and the other officers and the crew.

Soon after the ship struck the larboard quarter below deck broke away and casks of bread, water, some meat, clothing and sails came in on the breakers and the crew were out and brought them ashore. We were in a hot country and must have shade. Sails were rigged up for shade on the sand. A thermometer showed 135 degrees. Matches laid on the sand to dry burned. The island was perhaps 2 miles long, 1/2 mile or so wide with a lagoon opening to the sea on the lee side. No vegetation except something resembling a mullen stock and leaves (and no water). There were plenty of fish and we used them freely, saving what the waves brought in reach, putting up shade, fishing, etc. took the first 2 or 3 days.

Then it was found the ship had been pushed farther on the coral and soon parties went aboard and got some things that we needed. At a council of war, it was decided to repair 4 boats, build them a streaks higher with rudder, sails, keel and awning over the middle leaving both ends open and fast to the gunwale and raised in the centre, and make for some of the islands west of us for we were in the South East tradewinds.

We had saved an Epitome which, with a quadrant that was saved, we could tell the latitude. For longitude we must depend upon dead reckoning. Mr. Carrol and Capt. Wing were expert sail boatmen and we had a good ship's carpenter. The boats were put in first-class shape. We hauled a boat to the lagoon and explored it, reporting a clear channel to the sea.

After 25 busy days, the boats repaired, small casks of water and small sacks of bread were stored and we were ready. The morning of March 30, 1854, the fleet of 4 boats started, got out in the open sea. The council decided to go on an allowance of 1/2 pint of water and 1/2 biscuit of hard bread per day. A pump was made of a sawed-off gun barrel and a man was appointed to divide bread and water. A man turned back too and was asked "Whose share is this? It proved quite satisfactory. There was 9 men each in Capt. Wing's and Mr. Carrol's 6-oared boats, 7 each in 2nd mate Fisher's and 3rd mate Martin's 5-oared boats.

The Isle of Sunday¹ was about 100 miles West and one degree North and we headed for that, with a fresh breeze on our larboard quarter, Carrol and Martin's boats to left and Fisher's to the right of Capt. Wing's with orders to spread out so as to comfortably see the boat to the centre and more apt to see land or sail and to come to the Capt. at night.

At dusk Mr. Martin from the south came up to the other boats and said he thought he could hear breakers South West of him when he hauled to the north to come together. A council decided to go South where Mr. Martin heard the breakers. We took a course South Southwest and kept it an hour or 2 or more, finding no breakers, land or any-

1 Ed. note: I.e. Beru in the Gilberts.

thing. We hauled on our course again and there we missed the island we were after perhaps, though probably it would have done us no good if we had found it for I believe it was not inhabited.

The arrangements for keeping together at night which was very difficult was for the captain's boat to have a lantern raised at the stern and the other boats to keep by that light all under shortened sail with a fresh wind that throwed a little spray. making it hard to tell whether the light was far or near, we came near running one another down.

We got through the night and other nights and days likewise. The Epitome told of a number of islands West and a little North of us. The plan was to get in the latitude of an island that we thought was West of us, then take a due West course to hit it. We made a course for the Gilbert group, did not find them, Nukunau or Byron Island, for Nonuiti or Sydenham Island and for Tapiteuea or Drummond Island and the King Mill's group. After a few days out we logged the boats when there was a fresh breeze and there was most always a fresh East South East wind for wer were in the tradewinds, found we were making 10 or 12 knots an hour [sic] which was faster than we had expected when we rigged them. When we were about where the Gilbert Group were supposed to be, there were lots of signs of land, cocoa-nut husks and logs and other things from land were floating on the water but it was foggy weather and we saw no land.

We had some bad weather and some narrow escapes. We were running one day in a heavy wind straight astern when a heavy wave took us and our sail boom swung from starboard to larboard mighty nearly swamped us. Mr. Carrol laughing said we come mighty near Turning Turtle.

We afterwards learned that the ship **Warren** lost all her sails within fifty miles of where our little fleet was at same time. After a council had decided that we were past the King Mill group, the best show was the Ladrões, perhaps 600 or 800 miles north. They were surely west yet, a group of 8 or 10 islands in a string lying Northeast and Southwest that were higher perhaps mountainous and not far apart. We could surely strike a broadside that was more than 100 miles long. We accordingly steered about North until in the latitude of them, then due West.

Some 35 days out, there wre some showers and we tried to stay in them and get in them to catch fresh water. We were not very successful. By the time we had the salt washed from the awning (that was our only place to catch water) the rain was about over. We were pretty well sobered by this time. No acute suffering but a dull hunger and thirst.

Our darkey stowaway, Johnson, said, "When it comes to drawing lots, I am not in it. You take me without drawing lots.") But we did not get to that. Some dragged their hands in water to cure their thirst. The men spent hours every day telling what they liked best and would order at their favorite restaurants before they went home always providing they got on land again, for some thought that all land was sunk. We kept regular watches, one man at the helm and one on lookout.

Mr. Carrol had a fine chronometer watch laying in the fore sheets all the time. About 40 days out, in the dead of night, a voice under the awning of the larboard boat said,

“If we kill Mr. Carrol and the old man, we can get plenty of water while it lasts.” The next morning Mr. Carrol and Capt. Wing were told. They questioned the man. He dined any knowledge of any thing of the kind. He had talked in his sleep and it was dropped.

About 42 days out the biscuit in Mr. Carrol’s larboard boat were all gone except enough for 1 day’s ration. We hauled alongside Mr. Fisher’s boat that evening and told him he did not like to help us. Some of this crew said they had 3 or 4 little sacks left. Mr. Carrol having been a sporting sailboat man in earlier years and having rigged his boat better had the fastest boat in the outfit. Mr. Fisher’s was the slowest and he had begged Mr. Carrol to not run away from him which Carrol promised. Fisher had 7 men, Carrol 9, Fisher had the same amount of bread to start with that we had.

The next morning we laid alongside the waist boat again. Mr. Carrol said to Mr. Fisher, “If you don’t give me a bag of bread, I will run you down as sure as there is a God.” That evening Mr. Fisher came alongside and passed us a sack of bread and was very pleasant about it.

On the morning of the 45th day at daybreak booby birds were seen coming from our larboard bow. The writer was on lookout and calced Mr. Carrol. A council was called. Each one said the birds were coming from land that they had passed the night on land and were going fishing. We hauled up to Southwest where the birds were coming from, and in 3 or 4 hours we sighted land. O Joyful Sight! Everyone took it quite calmly. In fact, every one was too weak to make much of a celebration though it was what we had been looking for, for 45 long weary days.

It proved to be Madalina rock¹ with no land, no harbor or good landing, no fresh water, a little wave-swept beach, a clear hole under the center of the rock large enough for a boat to go through, if water was calm.

The next thing was for a landing party from each boat, men that could stand and walk and good capable men to care for the boats. The writer was detailed to care for larboard boat. Each boat’s party went ashore and knocked over boobies and gathered their eggs. 2 men would catch a booby, each one take a leg and pull them apart. Under the present circumstances it was good eating without cooking. It did not take long to get all the provisions they could handle of boobies and eggs and they all were soon on the boats safe and sound, although it was a difficult job in the surf. WE laid by near the rock that night. There was no one to assure us that this was a part of the ladrone Islands but the Epitome showed that about 10 miles north of Madalina rock there was another small island.² Therefore, if we would go north far enough and see the other island we would be reasonably sure that we were at the Ladrone and if we were the main and inhabited part of them were South of us and the next one South was far enough off that we must lose sight of Madalina to see ti.

So next morning we all headed about north and after going 4 or 5 miles we could see another island. It was then “Bout Ship” and full sail south past Madalina and headed

1 Ed. note: Farallon de Medinilla.

2 Ed. note: Anatahan Island.

for Anatajan [rather Saipan] of the Ladrone group. Perhaps every one ate every 3 or 5 hours but were cautioned not to eat too much of that cold chicken or eggs. At Anatajan [sic] we found a nice harbour and all went ashore among the tall cocoanut trees.

We had Yankee Boys, Portuguese and Kanakas all good climbers but they were so weak, could not climb a tree but hatchets we had saved from the wreck were found and trees cut down, the cocoanuts cut open and both meat and milk devoured so much that it physiced and that done them good. There were wild hogs and fowl here but we were not equal to the job of getting them. Here we filled some of our small barrels with water, thence south to Saypan [rather Tinian] from whose shores there were met by high prowed war canoes prepared for battle. We were mighty glad to be hailed in broken English and find they were willing to be friendly and they were glad we were willing to be the same.

At Saypan we were most hospitably entertained, given plenty of fresh water, fowls, fruit, breadfruit, yams, etc. and were soon on our way to Tinian [rather Rota] 30 miles distance. After rounding the western point of Tinian [sic] we had to beat up against a head wind to the harbor or cove as it was about dark and we did not know the channel. The next morning when we found the natives had thought we were a pirate and were prepared to give us a warm reception, thinking we were a pirate fleet. Perhaps we looked like it. They had a little old cannon, were prepared to use it.

In the morning they too were willing to be friends. They treated us nicely and sent us on our way on the last leg of our journey to Guam, now [ca. 1915] in possession of the United States and which was the end of our trip of 3800 miles from Wing's Island in open boats on a ration of 1/2 pint of water and 1/2 biscuit of hardbread per day (the sea biscuits were about the size of a small saucer and 1/2 to 3/4-inch thick, very hard) and every man sound and well.

We arrived at Guam in the first part of the night and had to lay outside the reef all night. In the morning, when the Governor found out who we were, he ordered the inhabitants to take us and care for us, which they did and did it Royally, dividing their clothes with us and all the grub we could stow away, cigars of native tobacco, etc.

Guam had been a Spanish Penal colony at that time, numbering perhaps 5, 6 or 800 inhabitants, was a good calling place for fresh water, etc. on the route to the Ochotsk Sea or Arctic Ocean generally. Quite a number of whalers called there for that reason.

Our 25 days on the coral reef (Wing Island) had put us in the rear of all the whaling fleet that usually came there.

Sixty days after landing, the Swedish Brig **Knut Bond**, Capt. Kolinus, put in for fresh provisions. They took Capt. Wing, Mr. Carrol and 2 of the crew to Hong Kong.

After another 30 days the Spanish ship **Bella Vascongada** put in for fresh water. They took the writer and 4 others to Manilla; that was all they could take. In about 90 more days, the last of the **Canton's** crew were off on different ships for different ports, some never to meet again.

How the writer shipped on the Swedish ship **Von der Palm**, [Capt. Von Heis] at Manila to China for a cargo of tea, thence to Liverpool. How we met W. A. Ashley and

T. E. Braley of Long Plains¹ in Hong Kong. How Ashley had been arrested for some trivial offence against the rules on the ship he came there on. How we went before the American Consul and told what his duties were and came near being arrested. How Ashley and Braley shipped on the **Von der Palm** and went up the [China] coast, took on the tea, then around East Cape for Liverpool. How about all the crew struck for better grub and the officer and 2 or three of the [crew mutinied] while coming down the Indian Ocean and after 48 hours we went on duty again with better grup and how Captain [Von Heis] did not attempt to prosecute us when he came where he could do so, for we had committed a capital crime, refusing to work the ship on the high seas, but it would be too long a story...

We parted at Liverpool, the writer visited Capt Wing, Ashley, Braley and Manter at Long Plains some 40 years after that, and we had a great time.

There is no record of a more remarkable adventure than that of the ship **Canton's** wreck and escape of the crew in history or fiction.

(Signed)

S. S. Longley

1 Ed. note: A part of Acushnet.

Notes 18540

Commodore Perry and the North Pacific Exploring Expedition

O1. First news of Perry's opening of Japan published in the U.S.

Sources: Articles in The Polynesian, and in The Friend, Honolulu.

The American Sloop-of-war **Saratoga**, Capt. Walker, arrived at this port on the 29th ult., in 26 days from Japan, which is the shortest passage ever made.

The **S.** brings Capt. H. A. Adams, U.S.N., as bearer of despatches to the Government at Washington.

The point of interest in this intelligence is the fact that Com Perry concluded a **Treaty of Amity and Friendship** with the **Empire of Japan**, at Kennegawa [Kanagawa], near the city of Yedo [now Tokyo], on the 28th of March, 1854. The long doubtful attempt has been entirely successful, and to the United States belongs the honor of making the first international treaty with Japan!

It will be recollected that in July of last year, Com. Perry with two steam frigates and two sloops of war, paid a visit to Japan, as bearer of a letter to the Emperor from the President of the United States, asking them to relax the restrictive policy which has so long closed that empire to foreign intercourse. Having overcome the reluctance of the Japanese to hold intercourse with them, and by a firm but altogether peaceful course of proceedings, induced them to receive some presents and the letter from the President of the United States, Commodore Perry took his departure, with the assurance to the Japanese officials that he should return in the spring for an answer.

Having visited Loochoo [Okinawa] and China in the Autumn and winter of 1853, the squadron, as spring approached, made their rendez-vous at the Loo Choo group in February, and thence sailed for Japan. The fleet consisted of the Steam Frigates **Susquehanna**, **Mississippi** and **Powhattan**, the Sloops-of-war **Saratoga**, **Macedonian** and **Vandalia**, and the store-ships **Supply**, **Lexington** and **Southampton**.

On arriving at Yedo Bay, Commodore Perry was informed by the Japanese authorities that they were desposed to give the President's letter a most favorable consideration. They seemed remarkably conversant with the affairs of the United States,—understood the peculiarity of associated sovereignties under one federal

head,—knew all about the Mexican war, its object, occasion and results,—and expressed much admiration for the nation altogether. With such feelings it required but little preliminary arrangement to fix upon Yocohama, (beach,)¹ in the district of Ken-negawa, as a suitable place for negotiation. This place is situated some 40 or 50 miles from the mouth of Yedo Bay, and a convenient locality for the purpose.

The various articles brought from the United States, and designed as presents to the Japanese authorities, were landed, and at an appointed time were exhibited. These consisted of a rail-road, steam engine, cars, magnetic telegraph, improved implements of husbandry, boxes of books, maps, charts, etc. which were received by the Japanese and elicited much interest and admiration.

After frequent meetings between Com. Perry on the part of the United States, and the High Commissioners deputed by the Emperor on the part of the Japanese, the terms were agreed upon, and the Treaty finally concluded on the 28th of March.

We have not, of course, seen the document now in *transit* for the United States, but we understand that it opens to American citizens and American trade, the port of **Sa-modi**, (the *Odowari*, perhaps, of the maps,)² on the island of Nippon [Honshu], some 40 or 50 miles west of the entrance of Yedo Bay, and the port of **Chickadada** [Hakodate], on the island of Yesso [Hokkaido], in the district of Matsumay, on the Straits of Sanga [Tsugaru]. The former was selected as the most convenient place for a depot, and arrangements were made with the Japanese for a supply of coal at that point. This is a place of considerable commercial importance, having a good harbor and a population of fifteen or twenty thousand. Its proximity to the manufacturing districts, which are not otherwise approachable by sea, renders it an important position, as a port for foreign trade. The vicinity of the latter place has been frequently visited by American whaleships, where they have had great difficulty in procuring supplies, on account of the restrictive policy of the Japanese.

We understand the treaty arranges for intercourse at both of these places,—for the residence of American citizens there, and also for the residence of Consuls, if, in future, either party should desire it. It also stipulates, that Americans residing in or visiting these ports, shall be free to visit the interior to the distance of ten or twelve miles without molestation.

It is said that the Japanese did not hesitate to enter into the most unqualified stipulations for the protection of seamen or others thrown on their shores; indeed, they affirmed that it was already a part of the law of the Empire, by special edict. They even insisted that the respective governments should pay the expenses of providing for the necessities of the citizens of the other, who might, by their misfortunes, need aid and comfort.

This disposition of the Japanese to treat with care and attention shipwrecked men, is quite contrary to the generally received opinion of the world in this respect, and in

1 Ed. note: Yokohama. Only the suffix -hama means beach.

2 Ed. note: Rather, the port of Shimoda, at the tip of the Izu Peninsula, SW of Tokyo.

justice to the Japanese, it is but fair to state, that the restraints hitherto imposed upon American seamen, about which so much has been said and written, were rendered necessary by their over-bearing lawlessness, and vicious conduct.

So much for the treaty concluded between the United States and Japan. Its details can only be known after it is promulgated by the government at Washington. It is not a commercial treaty, but one of Amity and Friendship, concluded in amity and friendship, and not an imposition of the strong upon the weak, whether they were willing or not.

It is said that no supplies can be had for ships, except wood and water. There is no beef, stock or poultry, and ships, at present, can depend upon nothing in the way of recruits.

It is the first *international* treaty ever made by the empire of Japan, although repoeated attempts have formerly been made to enter into relations with them of this character. The privileges enjoyed by the Dutch, were a mere grant to a private Company, having its principal foreign seat at Batavia.

The Russian fleet, consisting of a steamer, frigate, sloop-of-war and store-ship, has been at Nangasaki all winter importuning Japan for a treaty, but left in the month of February, unable to effect their object. It remained for the United Staetes, by her skill in peaceful diplomacy, to overcome obstacles hitherto considered insurmountable...

...

O2. The North Pacific Exploring Expedition

Notes: Only two ships visited Micronesia, the U.S.S. Vincennes and the U.S.S. Porpoise, when on their way from the Indian Ocean, via Sydney and onwards to Hong-Kong in February- March 1854. The track of the Vincennes was farther east than that of the Porpoise. The latter ship was to disappear during a typhoon the following October. Before that, both ships visited the Bonins, and had planned to visit the Marianas, but they, in fact, did not revisit the latter islands.

Early news published in New England.

Sources: Article in the New York Evening Post, and reproduced in the Boston Evening Traveler, July 19, 1854.

North Pacific Exploring Expedition.

The Steamer **Franklin** brings us an interesting account of the voyage of the North Pacific Expedition, which sailed from the United States under Commodore Ringgold a little more than a year ago. They arrived at Hong Kong on the 20th of March after touching at Madeira, The Cape Verdes, Cape of Good Hope, Sydney and traversing the Coral Sea, visiting the Santa Cruz group, Carolines, Ladrões etc. They have made a great many important observations, barometrical, thermometrical, and geographical, all of which will, we presume, be promptly forwarded to the Navy Department at Washington, and published as speedily as possible, for the benefit of our valuable and growing commerce with Australia, the East Indies, and California. All such informa-

tion is of the greatest value to the navigating interest of the country, and the quicker they have the benefit of it the better.

**Part of a letter from Lieut. John Rodgers, dated Hong-Kong 8
September 1854**

U.S. Ship Vincennes
Hong-Kong
September 8th, 1854

Sir: I have the honor to report that we sail tomorrow for the presecution of our duties...

With this vessel and the **Porpoise** we proceed first to the Bonin [Ogasawara] Islands, and then to the Ladrões [Marianas], so as to escape in some degree the risk of Tyfoons, so probable at this season and so dangerous to a vessel surveying in confined waters with no known port at hand. To these Islands particular attention has been drawn by the instructions to Captain Ringgold from the Department...

Much has already been done by Commodore Perry to survey these [Japanese] islands and the Bonin Group. By the first or tenth of February we shall return to this port...

I have the honor to be
very respectfully
Your obedient servant,
John Rodgers
Lt. Commdg. U.S. Surveying
Expn. to the North Pacific Ocean
[To] Honourable James C. Dobbin
Secretary of the U.S. Navy
Washington, D.C.¹

¹ Ed. note: As previously mention in the above notes, the Porpoise disappeared in a typhoon near Formosa, i.e. Taiwan, leaving only the Vincennes to pursue the trip. For unknown reasons, perhaps double the work to do alond, the Vincennes surveyed only the Bonins. The two ships had been travelling separately and the Porpoise, then under the command of ACTing Lieutenant William King Bridge, failed to meet rendez-vous at Port Lloyd in October.

Bibliographic references.**A) Published sources:**

- 1) Anon. North Pacific Surveying and Exploring Expedition (Philadelphia, 1857);
- 2) Wilhem Heine. Die expedition in die seen von China, Japan und Ochotsk unter commando von Commodore C. Ringgold & John Rodgers... (Leipzig, Hermann Costenoble, 1858);
- 3) Habersham, Alexander Alexander Wylly. North Pacific Surveying and Exploring Expedition; or, My Last Cruise ... Visits to ... Loochoo Islands, ... Japan, etc. (Philadelphia, Lippincott, 1857);
- 4) Allan B. Cole (ed.). Yankee Surveyors in the Shogun's Seas—Records of the United States Surveying Expedition to the North Pacific Ocean, 1853-56 (Princeton, 1947).

B) Manuscript sources:

- 1) Logbook of the U.S.S. Vincennes, Captain Rolands, kept by ... Stuart, preserved in the U.S. National Archives, Washington;
- 2) Logbook of the U.S.S. Porpoise, Captain Carnes, kept by Captain Carnes, preserved in the U.S. National Archives, Washington.

Document 1854P

The ship Young Hector, Captain Peter G. Smith

Sources: Ms. log in the Kendall Whaling Museum, Sharon, Mass.; PMB 819; Log Inv. 4989.

Note: This was a 411-ton ship. The voyage began on 4 October 1853.

Extract from the log

...
[After visiting the South Pacific and New Zealand, the ship cruised on the Line, in 1854, before heading north to the Bonin Islands.]

...
Sunday July 9 1854

First part of these 24 hours strong breezes from East rainy squally weather under double reef topsails steering West between Mathews [Marakei] Island and Charlotte [Abaiang] Island[.] Middle part steering N by W to E N East on the starboard tack[.] at 7 AM wore ship stood S S West under double reef main topsail close reef full and mizzen topsail. Saw nothing[.] watch employed in common work.

Lat by obs 2°05 North Long 172°50 East[.] So ends.

...
Monday July 17 1854

First part of these 24 hours on the starboard tack[.] at 5 PM wore ship headed up S S East[.] 8 AM made Ocean [Banaba] Island bearing South under double reef topsail[.] Saw nothing[.] watch employed in black leading[.] No obs[.]

Lat by obs 0°47 South Long 169°54 East[.] So ends.

...
Friday July 21 1854

... at 5:30 made Pleasant [Nauru] Island...

...
Wednesday Feb 14 1855

This day clear weather and moderate breezes from the Westward[.] saw nothing[.] steering N N East[.] watch employed in setting up localupsread(?) [topgallant sails?] at 7 AM George Douglass Knocked down Joseph Frances with a hand spike cutting his head very bad[.] Capt Smith called him back after flogged George Douglass ...

Lat by obs 1°00 South Long 160°51 East[.] so ends.

...

Monday Feb 19 1855

First part of these 24 hours under top g. sails[,] middle under topsails[,] latter under top g. sails with a pleasant breeze from E N East steering N West[,] at 11 AM made Wellington's [Pingelap] Island bearing N N East dis 12 miles off[,] watch employed in repairing the jibb.

Lat by obs 6°35 North Long 159°41 East[,] so ends.

Tuesday Feb 20 1855

First part of these 24 hours strong[,] top gallant sails breeze from E N East steering W by North[,] at 9 PM made Ascension [Pohnpei.] Middle part lying off and on under double reef top sails on the weather side of the Island[,] latter part run in[,] saw five Ships and two Barks at anchor in Sand(?) Harbour[,] two Ships in the Lee Harbour[,] at 10 AM S. boat sent on shore.

Lat by obs 6°50 North Long 158°48 East[,] Repaired jib[,] so ends lying off and on at Ascension.

Wednesday Feb 21 1855

First part of these 24 hours lying off and on at Ascension[,] at 3:30 PM boat came off[,] at 4 PM made sail[,] put aweigh for Guam[,] Middle and latter under double reef topsails steering N N West wind from the East and swually[,] saw nothing[,] watch employed in common stuff.

Lat by D.R. 8°00 North Long 157°35 East. So ends these 24 hours.

...

Sunday Feb 25 1855

First part of these 24 hours strong[,] top g. sail[,] breezes from the East steering Westward top g. sails[,] Middle and latter under topsails[,] at 9 AM made Island of Guam bearing W N West[,] stood in for the land[,] so ends lying off and on at Umatic Bay bound at to the Harbour to anchor.

Monday Feb 26 1855

First part of these 24 hours lying off and on[,] went in with boat for a Pilot. at 5:30 PM took a Pilot[,] at 7 PM came too anchor with starboard anchor in seventy two fathoms under sixty fathoms chain[,] furled sail[,] cleaned ship. Capt on shore[,] So ends at anchor in Guam in company with eleven Ships.

Remarks on board ship Young Hector of New Bedford Capt Smith at anchor at Guam—Harbour work in Guam

Tuesday Feb 27 1855

This [day] strong trade[,] two ships come in[,] three passed the Harbour[,] all hands employed in setting up rigging[,] finished washing off ship[,] So ends at anchor in Guam.

Wednesday Feb 28 1855

This day clear weather and light trades[,] four ships went out. at 7 AM larboard watch went on shore on liberty for four days. Starboard employed in painting ship inside[.] So ends at anchor in Guam

Thursday March 1st 1855

This day fine clear moderate trade[,] two ships lying off and on[,] larboard watch on liberty. starboard watch employed in painting ship inside[.] So ends at anchor in Guam.

Friday March 2 1855

This day clear weather light trades. Larboard watch on liberty. Starboard watch employed in painting ship outside[.] So ends at anchor in Guam

Saturday March 3 1855

This day clear fine weather[,] Larboard watch on liberty[,] starboard watch employed in painting ship outside[,] caulking bends[.] So ends at anchor in Guam.

Sunday March 4 1855

This day fine weather[,] all hands on board. Larboard watch liberty's up. So ends at anchor in Guam.

Monday March 5 1855

This day fine weather[,] Starboard went on shore for four days[,] larboard watch employed stowing down oil in main hatchway. So ends at anchor in Guam.

Tuesday March 6 1855

This day fine weather[,] Starboard watch on liberty[,] Larboard watch employed in getting wood[,] ship **Montreal** of New Bedford came in. So ends at anchor in Guam.

Wednesday March 7 1855

This day fine weather[,] Starboard watch on liberty[,] Larboard watch employed in common duties[,] Ship **George** of New Bedford came in[,] So ends at anchor in Guam.

Thursday March 8 1855

This day fine weather[,] Starboard watch on liberty[,] took on board one ton of potatoes[.] So ends at anchor in Guam.

Friday March 9 1855

This day fine weather[,] all hands on board[,] took on board one ton of potatoes and 480 oranges. So ends at anchor in Guam.

Saturday March 10 1855

This day fine weather[.] all hands on board[.] took on board 500 oranges[.] one ton of potatoes[.] So ends at anchor in Guam.

Sunday March 11 1855

This day strong and rainy[.] all hands on board[.] on the night of the eleventh[.] George Douglas run[.] So ends at anchor in Guam.

Monday March 12 1855

This day strong trade and cloudy[.] all hands on board but one man, George Douglas[.] employed in sending down fore and mizzen top g. sails[.] Ship all ready [to] go down to Umatic Bay for water[.] So ends at anchor in Guam.

Tuesday March 13 1855

This day strong trades and clear weather[.] at 9 PM Capt came on board[.] **shipped two men natives of Guam**[.] at Noon got [under] weigh for Umatic Bay[.] at 2:30 PM came to with starboard anchor in twelve fathoms of water fifty five fathoms chain. took off one raft of water 50 bbls[.] **Phoenix** of N. London is got uder weigh[.] So ends at anchor in Umatic Bay.

Wesnesday March 14 1855

This day strong trade[.] all hands employed in getting off water[.] So ends at anchor in Umatic Bay.

Thursday March 15 1855

This day strong trades and cloudy weather[.] finished getting off 200 bbls in all at Umatik and two tons of potatoes as these abound[.] at Noon took our anchor[.] steered West under double reef topsails bound for Japan with twenty nine men and all well. So ends[.] Guam in sight.

Friday March 16 1855

This day strong trade steering N 1/2 West under double reef topsail[.] first part all hands employed in stowing anchors and chains[.] latter part watch employed in washing and /// and B. Boat.

Lat by obs 14°58 North Long 144°49 East[.] So ends.

...

Remarks on board ship Young Hector of New Bedford bound for the Line

...

Thursday June 28 1855

This day light airs and calms with showers of rain[.] at 9 PM made the Island of Ascension [Pohnpei] bearing West 1/2 South[.] Middle and latter [parts] steering in for the

land. at noon off Weather [Metalanim] Harbour dist 6 miles from shore in a calm. First part watch employed in repairing fly TGS[.] at 7 PM bent it.

Lat by obs 6°45 North Long 158°27 East[.] So ends.

Friday June 29 1855

This day light airs and calms lying off Ascension waiting for a chance to get in[.] three canoes came along side[.] at 8 AM took boat went on shore[.] So ends these 24 hours.

Saturday June 30 1855

First part of these 24 hours took a fine [wind] from the East[.] at 9 PM Capt returned from shore. Same time took a pilot[.] bent chains[.] got anchors off the bow[.] at 5 PM came to anchor in the Lee Harbour in ten fathoms of water forty fathoms of chain[.] latter [part] stowed down fifty bbls of oil in the main hatchway[.] took a raft on shore to fill[.] Larboard watch shall [go] on liberty[.] So ends rainy.

Sunday July 1 1855

This day strong trades[.] Starboard watch on liberty[.] Larboard watch all on board. So ends lying at anchor in Ascension.

Monday July 2 1855

This day very fine weather[.] Larboard watch on liberty[.] starboard watch employed in blacking bends, some filling water and other jobs. So ends lying at anchor in Ascension.

Tuesday July 3 1855

This day very fine weather[.] took on board 165 bbls of water on backload track. Starboard watch on liberty. So ends lying at anchor in Ascension.

Wednesday July 4 1855

This day very fine weather. took on board seventy five bbls of water and one boat load of wood and stowed it down. Larboard watch on liberty. So ends at anchor in Ascension.

Thursday July 5 1855

This day fine weather, took on board thirty bbls of water[.] two boat loads of wood[.] seven bbls of yams. Stowed it down. Starboard watch on liberty. So ends lying at anchor in Ascension.

Friday July 6 1855

This day fine weather[.] larboard watch on liberty[.] starboard watch [on] shore cutting iron palm[.] So ends lying at anchor in Ascension.

Saturday July 7 1855

This day very fine weather. Starboard watch on liberty. Larboard watch employed sending up skysail poles. So ends at anchor in Ascension.

Sunday July 8 1855

This day fine weather[.] at 6 AM took a fine breeze off the land[.] at 6 got under weaght [sic]. all hands on board. Latter all hands employed in stowing anchors and chains[.] So ends[.] Ascension in sight.

Monday July 9 1855

This day light airs and calms with showers of rain steering SE by East[.] first and middle [parts] Ascension in sight[.] saw nothing,¹ bent main top g. stay sail and top g. staysail.

Lat by obs 5°37 North Long 159°10 East.

...

Remarks on board ship Young Hector bound on the Line

Thursday July 26 1855

First and middle part of these 24 hours fresh rain and variable winds steering S West in company with the ship **Gay Head**[.] saw nothing but small fish[.] Watch employed in various jobs.

Lat by obs 0°05 North Long 168°15 East[.] So ends.

...

Sunday July 29 1855

This day light airs and calms[.] fresh showers of rain. Pleasant [Nauru] Island in sight bearing N West dis 10 miles[.] at 8:30 AM saw sperm whales heading NW large body of them[.] at 9 lowered five boats[.] So ends in chasing whales.

...

Tuesday July 31 1855

First and middle part light airs steering N West[.] at 4 PM took down. latter part lying off and on at Pleasant Island. Canoes alongside[.] saw nothing[.] so ends.

Wednesday Aug 1 1855

This day fine breezes from the Westward lying off and on at Pleasant Island taking off hogs[.] coconuts and fowls[.] at Noon left Island west in strong breezes from W S West heading up N West.

Lat by obs 0°36 South. Long 167°00 East. So ends.

...

Monday Aug 6 1855

... Pleasant Island in sight...

...

1 Ed. note: He means that he saw no whales, of course.

[Captain Smith became sick during September while they were cruising west of Nauru.]

...

Wednesday Nov 21 1855

... at 4 PM spoke **Emily Morgan** of New Bedford 12 mo. out 170 [bbls of] sperm oil...

Lat by obs 1°02 North Long 162°29 East...

...

Sunday Dec 30 1855

.. at 4 PM spoke ship **Coral** of New Bedford 16 months out 600 [bbls] W[hale oil] and 15 sp[erm]...

Lat by obs 00°45 South Long 173°00 East...

...

Friday Jan 6 1856

... made Sydenham's [Nonouti] Island. At 8 PM spoke ship **Braganza** in sight...

...

Thursday Jan 17 1856

This fine clear weather and top g. sail breezes from W. N. West[.] at 6 PM hauled aback off Peroat [Beru,] canoes came off. at 5 PM put away for Hope [Arorae] Islands steered E S East[.] latter part rainy, say nothing.

lat by obs 1°45 South Long 176°35 East. So ends.

Friday Jan 18 1856

First part of these 24 hours steering for Hope Islands[.] at daylight made the land bearing S West[.] at 6-1/2 AM steered for the land. Canoes came off[.] L. Boat went ashore[.] at noon boat got alongside[.] put away steered S West with a fine breeze from N West. Saw nothing.

Lat by obs 2°38 South Long 176°62 East. So ends.

...

Sunday Feb 17 1856

... Bound for Ascension [Pohnpei] ...

Monday Feb 18 1856

This day strong trades and squally under double reef topsails. steering W N West[.] at 3 PM made MacAsgils [Pingelap] Island[.] at 5 PM hauled aback under the lee of it as one canoe off kept W by North [At] 6 AM made Wellingtons [Mokil] Is. Boat came off[.] at 9 AM kept off W by North for Ascension. Rove new main topsail beams(?).

Lat by obs 6°47 North Long 158°55 East. So ends.

Tuesday Feb 19 1856

This day strong trade. first part steering West[.] middle by the wind during night back to W. at 6 AM made Ascension, kept off for it, saw ship by the wind heading to

the North. at noon off Lee Harbour with t.M sail aback. all hands employed in getting anchor off the bow. So ends these 24 hours.

Wednesday Feb 20 1856

This day strong trades[,] at 1 PM came to anchor in Lee Harbour in twelve fathoms water[,] gave her twenty five fathoms chain[,] furled sails[,] washed the ship outside some breaking out oil to find leak[,] found two cask[,] shipped up 6 bls stowed them back. Bark **Ocean** at anchor. So ends rainy at anchor in Ascension Lee Harbour.

Thursday Feb 21 1856

This day fine weather. Larboard watch [on] liberty for 24 hours[,] Starboard watch employed in blacking bends[,] took a raft on shore, off 35 bbls took all off. Mr. Nedes headed the S. Boat seven months took six hours whales to the S. boat in time Capt sick couldnot get up AM. So ends at anchor in Ascension.

Friday Feb 22 1856

This day fine weather. Starboard watch on liberty for 24 hours. Larboard watch employed in painting ship outside on the starboard side, also came up with fore top mast stays. So ends lying at anchor in Ascension.

Saturday Feb 23 1856

This day fine weather and strong breeze. Larboard watch on liberty for 24 hours. Bark **Ocean** sailed[,] Third Mate and boats crew went half loi (?) out. So ends at anchor in Ascension.

Sunday Feb 24 1856

This day fine weather. Starboard watch on liberty. Bark **Janet** of Westport came in. So ends lying at anchor in Ascension.

Monday Feb 25 1856

This day strong breezes and rain squalls. Larboard watch on liberty. Starboard watch employed on painting mastheads and crosstrees. So ends at anchor in Ascension.

Tuesday Feb 26 1856

This day light showers of rain. Starboard watch on liberty. Starboard watch employed in blackening bends and painting lan es ment(?) So ends lying at anchor in Ascension.

Wednesday Feb 27 1856

This day fine weather. Larboard watch on liberty. Watch employed in painting ship on the L. side. finished painting, took on board nine bbls yams. So ends lying at anchor in Ascension.

Thursday Feb 28 1856

This day fine weather, Larboard watch on liberty. Starboard watch took raft on shore and filled them, took on board five bbls of yams. So ends at anchor in Ascension Lee Harbour.

Friday Feb 29 1856¹

This day fine weather. Larboard watch on liberty. Starboard watch took raft of water 60 bbls off and stowed it down. So ends lying at anchor in Ascension.

Saturday March 1 1856

This day fine weather. Starboard watch on liberty. Larboard watch took on board nine bbls of water and stowed it down. So ends lying at anchor in Ascension.

Sunday March 2 1856

This day fine weather. Larboard [watch] on liberty. Second and four men went round the Island after yams which the W Boat also one from the Bark **Janet** and second Mate and four men. So ends lying at anchor in Ascension.

Monday March 3 1856

This day fine weather. Starboard watch on liberty. Second Mate returned with 10-1/2 bbls yams[,] took on board two boats loads of wood. So ends lying at anchor in Ascension.

Tuesday March 4 1856

This day fine weather. Larboard watch on liberty[,] took on board load of wood. So ends lying at anchor in Ascension.

Wednesday March 5 1856

This day squally weather. Starboard watch on liberty[,] took on board one boat load of wood. Set up head stays. So ends at anchor in Ascension.

Thursday March 6 1856

This day fine weather. Larboard on liberty[,] took on board one boat load of wood three bbls of sand. So ends at anchor in Ascension.

Friday March 7 1856

This day showers of rain[,] Starboard watch on liberty. Ship all ready for sea. So ends lying at anchor in Ascension Lee Harbour.

¹ Ed. note: That year was a leap year.

Saturday March 8 1856

First part of these 24 hours fine weather. Ship **Martha** of Fairhaven lying off and on. Capt on shore. at 8 AM sent his boat alongside of the [Young] **Hector** for safe keeping[,] one man in her. at 9 AM as there about Mrs. Necker;s fault.s reads (?)John Bally Boatsteerer, and the Bla Mom ech Dainted. with the Maska. Boat. took from L.B. Heta's four muskets three boats cags one boat compass and provisions. at 5-1/2 AM starboard watch came off from shore one man short, Patrick Donahue, boatsteerer. at 6 got underweigh four men short, light airs and meztes secakes(?) off the coast(?) after got out[,] Capt took a crew[,] went on shore[,] stowed anchors[,] chains. So ends lying off and on.

Sunday March 9 1856

First part of these 24 hours lying off and on[,] Capt on shore. mosles(?) all breezes with showers of rain[,] in company with ship **Martha** and Bark **Janet** of Westford[,] at 7 PM Capt Smith came on board[,] Capt of the **Martha** with him. Allso shipped two men natives Waller Island. at 7:15 PM set light for L. M. to come down. at 7:30 she came into **Young Hector**'s struck the L. side forward the full rigging took away B. Boat, W Boat and stove the L. Boat, took side boards and ceaies(?) latter part all hands employed in repairing damages. So ends lying off and [on] at Ascension.

Monday March 10 1856

This day strong trade sends double reef topsails[,] Went up off South Harbour[,] Bought a boat[,] middle and latter very squally and much rain. Spoke ship **Martha** of Fairhaven. Two men short one off duty sick. So ends lying off and on at Ascension.

Tuesday March 11 1856

This day strong trade and very squally[,] Ascension bearing West dist 10 miles. No obs. So ends these 24 hours.

Wednesday March 12 1856

This day moderate reen in far deep hatch bay(?)[,] Capt went on shore[,] bought a boat that replaces our boats[,] then stood off shore. Spoke ship **Martha**. So ends lying off and on at Ascension.

Thursday March 13 1856

This day clear weather and strong trades under double reef topsails stood in off Lee Harbour[,] Capt went on shore to look for deserters[,] could not be found.

Friday March 14 1856

First part of these 24 hours clear weather[,] at 5 PM Capt came off from shore[,] Middle spoke ship **Martha**[,] latter part made all sail for the Line on a Cruise with 27 men all told[,] one man off duty sick[,] Ascension in sight[,] No obs[,] So ends...

Document 1854Q

The logbook of the Norman, Captain Chase

Log kept by Captain Joseph C. Chase

Source: Ms. in the Nantucket Historical Association; PMB 381; Log Inv. 3563.

...
 [The Norman sailed to New Holland by way of the Indian Ocean, then went whaling off New Zealand, near French Rock, to the Line, then to the Japan Ground without sighting any island. Then it went to the Hawaiian Islands in October 1853. After that, it headed for the Equator where it was on New Year's Day 1854.]

...
 Continuation of remarks on Tuesday January 24th 1854.

Fastened to 4 Whales, and saved 3. At 8-1/2 PM finished taking them alongside, veered ship, steered by the wind to the ESE with all sail set, and Sperm Whales in Tow, at sunset South part of Byrons [Nukunau] Island Bore W by S & 10 miles distant. Saw Blackfish. Middle part light NE winds and fair weather. Steering ESE by the wind with 3 Sperm Whales in Tow. at 6 AM luffed to, with the Main Top Sail aback and began cutting[.] at 10 AM finished cutting and veered ship to the NNW.

Lat. 1°44' S. Long 176°55' East.

Wednesday January 25th

Begins with light NNW winds and fair weather, at 4 PM began boiling, at 6 PM Byrons Island bore NNW 15 Miles distant. Middle part light NE winds and some squally. Latter part light ENE winds and fair weather. Employed boiling, Byrons Island in sight to the Northward.

Lat. 1°40' S. Long. 176°52' E.

Thursday January 26th

Begins with light ENE winds & fair weather. at 4 PM received many visitors from Byrons Island, amongst which were a number of Females, Purchased some Fresh Coconuts[,] Mats[,] Hats &c &c Finished boiling at 9 PM. Middle & Latter parts light NE winds & fair weather. Saw a Ship. Latter part Byrons Island Bearing N by E.

Lat 1°41' S. Long. 176°5' E.

Friday January 27th

All these 24 hours light winds & very fair weather.

Lat. 1°59' S. Long 177°50' E.

Saturday January 28th

All these 24 hours light NW winds & fair weather. Later part Hope [Arorae] Island in sight Bearing South 14 Miles Distant. Received visitors from the shore. Stowed off the Main Hold with oil.

Lat. 2°25' S. Long. 177°12' E.

Sunday January 29th

All these 24 hours light NE winds & very fair weather. Latter part Hope Island Bearing S by W 20 Miles Distant, saw some Canoes far from the shore.

Lat. 2°32' S. Long. 177°20' E.

Monday January 30th 1854

All this day light NE by N winds & fair weather. Hope Island in sight Bearing SW by W 25 miles Distant on the Latter part.

Lat. 2°29' S. Long 177°25' E.

Tuesday January 31st

All these 24 hours gentle NE winds & fair weather. Latter part Byrons Island Bearing NW 20 Miles Distant.

Lat. 1°31' S. Long. 177°10' E.

Wednesday February first.

Begins with light NE by N winds & fair weather, at 4 PM received visitors from Byrons Island. Purchased a few Coconuts. Middle & Latter parts light winds & fair weather.

{Thursday} Lat. 1°25' S. Long. 177°00' E.

Wednesday February 2nd

Begins with light NE winds & fair weather, at 4 PM received many visitors from the shore, Purchased Hats, Coconuts &c Middle & latter parts cruising off Byrons Island, Latter part Employed taking Firewood from the shore of Byrons Island. Many of the Natives on Board.

Lat 1°20' S. Long. 176°45' E.

Friday, February 3rd

All these 24 hours light NE winds & fair weather. Saw Hope Island.

Saturday February 4th

Begins with light Easterly winds and fair weather at 5 PM received visitors from Hope Island, Discharged Henry Evans, by his own request & sent him ashore at Hope Island in a Canoe. Middle & Latter parts, light NE wind & very fair weather. Caught a Blackfish.

Lat. 3°12' S. Long. 178°00' E.

Sunday February 5th

All these 24 hours variable winds & weather calms & squalls with some rain. Saw many Blackfish.

Lat. 3°18' S. Long. 177°30' E.

Monday February 6th

All these 24 hours variable winds & weather, Calms, & Rain squalls.

Lat. 2° S. Long. 177°45' E.

Tuesday Feb. 7th

All these 24 hours variable winds & weather, with Calms & Rain Squalls.

Lat. 2°00' S. Long. 178°30' E.

...

Saturday February 11th

Rains with light SW winds & fair weatherh. at 4 PM Byrons Island Bearing NNW 24 Miles Distant. Middle & Latter parts changeable winds & weather, Saw a Ship to the Northward. Latter part Byrons Island Bearing ENE 20 Miles dist.

Lat. 2°40' S. Long. 176°45' E.

Sunday February 12nd

Begins with squally rainy weather. Middle & Latter parts much the same. Latter part Rotches Island Bearing W by N 30 miles distant.

Lat. 2°38' S. Long. 176°50' E.

Monday February 13th

Begins with gentle ENE winds & same squally weather. at 5PM spoke Ship **Caroline** of New Bedford, 18 months [out] 280 Bbbs sperm Oil, & 1800 Whale. Middle & Latter parts light variable winds & Calms at 6 AM Clarks [Onotoa] Island bearing NW 30 Miles Distant. Ship Caroline of New Bedford in Company. Shipped Allen W. Pinoe, as fourth Mate, & Boatsteerer, from Ship Caroline of New Bedford.

Lat. 2°10' S. Long. 176°30' E.

Tuesday February 14th

All these 24 hours variable winds & weather, with much rain, saw a Ship. Latter part Byrons Island Bearing N by E 30 miles Distant.

Lat. 2°17' S. Long. 176°00' E.

...

Saturday March 4th

Saw Killers & a large Broach. All these 24 hours gentle ENE winds & fair weather. at 11 AM saw Hope [Arorae] Island Bearing NE by N 35 miles Distant.

Lat. 2°47' S. Long. 176°45' E.

Sunday March 5th

All these 24 hours moderate Easterly winds & squally. Latter part Hope Island Bearing NE 25 miles distant. saw a Ship.

Lat. 3°45' S. Long. 176°40' E.

Monday March 6th

Begins with Squally weather. Spoke Ship **Sarah** of Matapoissett Capt Swift with 2700 Bbls. Middle & Latter parts moderate NE winds & fair weather. Ship Sarah in sight.

Lat. 2°59' S. Long. 176°30' E.

Tuesday March 7th 1854

Begins with moderate NE winds & fair weather. Ship **Sarah** of Mattapoissett in company[.] at 6 PM Rotches [Tamana] Island in sight bearing NW by N 20 miles distant. Middle & Latter parts gentle ENE winds & fair weather, steering Southward & Eastward by the wind. Ship Sarah in sight.

Lat. 3°30' S. Long. 176°55' E.

Wednesday March 8th

Begins with light ENE winds & fair weather. Ship Sarah in sight. Middle & Latter parts light variable winds & Clams. Bent a Main Topsail.

Lat. 4°05' S. Long. 176°59' E.

...

Sunday March 26th

... at 7 PM spoke Barque Ship **Maria** of New Bedford, Capt Moores, 15-1/2 months out 250 Bbls Sperm Oil... Barque Maria in company.

Lat. 2°40' S. Long. 177°15' E.

Hope Island in sight 17 Miles distant[.] at 8 AM saw many Canoes.

...

Tuesday March 28th

... Ship Maria in Company Saw a Canoe, supposed to have lost their way from Hope Island, with 3 Native men in it, which were taken on board of the Barque Maria, at 6 PM...

Lat. 2°50' S. Long. 177°50' E.

Wednesday March 29th

... picked up a Canoe which were supposed to have been lost from Hope Island...

Barque **Maria** in sight...

Lat. 2°30' S. Long. 177°30' E.

...

Tuesday April 4th

Begins with light Easterly winds & squally weather with much rain, steering Westward. Saw Killers. Middle part squally weather, with much rain, Steered West. Latter part light Easterly winds & fair weather, at 6 AM Henderville [Kuria] Islands in sight bearing NNW 30 miles Distant.

Lat. 3°14' North. Long. 173°47' E.

Wednesday April 5th

... at 2 PM received visitors from Henderville Island, from whom we purchased a quantity of Cocoanuts, some Domesticated Fowls &c. at 4 PM steered off to the WSW...

Lat. 23 Miles South. Long 172°40' E.

...

Friday April 7th 1854

Begins with light Easterly winds & fair weather. Steering West. Middle & Latter parts much the same, with some light rain squalls. Saw Ocean [Banaba] Island which lies in Latitude 50 miles South, Longitude 169°50' East. at 7 AM bearing West by North 40 miles distant.

Lat. 53 Miles South. Long. 170°05' E.

Saturday April 8th

Begins with light Easterly winds & fair weather. at 1 PM Saw Blackfish, pursued them with a Boat unsuccessfully. at 2 PM received visitors from the shore of Ocean Island, Purchased a Quantity of Fowls[,] Pumpkins[,] Eggs[,] Cocoanuts &c &c Many Females came on Board from the Shore. Middle part light variable winds & Calms at daylight Ocean Island 6 Miles distant. Many Natives on board from the shore between the hours of 7 & 11 AM squally rainy weather. Purchased Fowls Cocoanuts Eggs Pumpkins &c &c. Latter part Ocean Island Bearing SSE 15 miles distant.

Lat. 40 Miles. Long. 169°47' E.

...

Friday April 14th 1854

Begins with light Easterly winds & some squally, with rain. at 11 PM saw Strongs [Kosrae] Island bearing WNW 35 Miles distant. Middle & Latter parts squally rainy weather Ship off & on at Strongs Island.

Lat. 5°10' N. Long. 164°14' E.

Saturday April 15th

Begins with thick rainy weather & variable winds, & Calms. at 5 PM Breakers on Strongs Island in sight to the NW from the masthead. Middle part cruising off & on. at 8 AM a Boat went on shore at the Easternmost harbour of Strongs Island. at 12 M. Boat returned from the Shore Steered Southward & Westward took a few heads of tar-row from the shore.

Lat. 5°12' S [rather N]. Long. 163°20' E.

Sunday April 16th

Begins with moderate Easterly winds & fair weather, Sent a Boat ashore at the Middle Hargour of Strong Island, found there was but very little to be purchased (in the vegetable kind)[.] at 3 PM Boat returned to the Ship & we steered off to the NW. Ship **Sarah** of Matapoissett in sight. Middle & Latter parts light variable winds & Calms with Rain, Ship Sarah in sight. Latter part Strongs Island in sight bearing SE 25 miles.

Lat. 5°44' S [rather N]. Long. 162°45' E.

Monday April 17th

Begins with light NNE winds & fair weather Steering NW by W. at 4 PM a strong Breeze from NE. Ship **Sarah** in sight[.] at 4 PM Strongs Island in sight to the SE. Middle & Latter parts moderate ENE winds & fair weather, Steered NW by W until 5 AM then W by N the remainder of the day. Turned up Starboard Main Topmast Backstays.

Lat. 716700' N. Long. 161°00' E.

Tuesday April 18th

Begins with moderate East winds & rainy weather[.] Steering W by S. Middle part the same. Latter part steering WSW.

Lat. 6°50' N. Long. 159°20' E.

Wednesday April 19th

First part moderate ENE winds very hazy weather, steering W by S. at 3 PM saw Ascension [Pohnpei] Island. Middle part Bearing WSW distance 15 miles, at 6 PM a Boat came off from the shore with a Pilot & in consequence of his refusing to take the Ship into the Lee Harbour did not receive him as Pilot. Middle part by off & on at Ascension Island.

At 6 AM received a Pilot. at 8 AM came to an Anchor in the Middle Harbour on the South side of Ascension Island. Moored Ship Furled Sails & prepared for taking a raft of Cask ashore.

Thursday April 20th

Fine Easterly breezes, took a raft of Cask on shore for fresh water. Middle & Latter parts light Easterly winds & fair weather. Latter part received a raft of fresh water on board from the shore & sent another raft on shore.

Friday April 21st

All these 24 hours moderate Easterly winds & some squally[.] took a raft of fresh water on Board from the Shore.

Saturday April 22nd

All these 24 hours moderate Easterly winds & some squally[.] received a raft of fresh water & eight Boat loads of Firewood.

Sunday April 23rd

All these 24 hours moderate Easterly winds & fair weather[.] 1/2 of the Crew on Liberty.

Monday April 24th

All these 24 hours Strong NE winds & some squally. 1/2 of the Crew on Liberty.

Tuesday April 25th

All these 24 hours strong NE winds & some squally[.] 1/2 of the Crew on Liberty.

Wednesday April 26th

All these 24 hours strong NE Trades & some squally[.] 1/2 of the Crew on Liberty.

Thursday April 27th

All these 24 hours variable winds & much rain. at 10 AM weighed Anchor & steered out of Ascension Island Harbour.

Friday April 28th

Begins with light NE winds & some squally, steering ESE by the wind. Unbent the Cables, & Stowed them Below & Stowed Anchors[.] at 5 PM tacked Ship to the NNW. Middle & Latter parts Moderate winds from Eastward & Squally with much Rain, Steered NNW.

Lat. 7°38' N. Long. 158°48' E.

...

[The ship passed to the east of the Mariana Islands on the way to the Japan Ground. Next destinations were the Hawaiian Islands, New Zealand, Chili, Cape Horn, and home.]

Document 1854R

The Sardinian schooner Sofia, Captain Costello, discovered a wreck

Source: Nautical Magazine, 1855, p. 332.

Report of Captain Augustino Costello

Report of Capt. Costello, of the Sardinian Sofia, dated 18th December, 1854, at Hong Kong, where he had arrived from Australia.

Passing between the Caroline Islands, a reef was discovered in lat. 8°6' N. and long. 154° E. from Greenwich, which is not laid down in the old charts, nor yet on that of S. T. Hobbs of 1850, with the additions to 1852. It was on the evening of the 27th of November, I thought I saw from the cross jack-yard, to the N.N.W., a ship, and breakers in the same direction. I stood towards it to be certain, and in half an hour saw that it was a ship wrecked in the reef which extended in various directions. The night came on rainy. Prudence suggested I should go no nearer, and in the hope of saving the shipwrecked crew, if there were any, on the following morning, I kept in the offing under shortened sail.

The next morning the same vessel was in sight, and on getting sufficiently near, it was seen that she was a broken hull, nothing remaining entire but the head and bowsprit, and the jibboom nearly perpendicular, had induced us to think it at first sight a complete ship. We went as near as we could so as to distinguish the jib-boom rigging. Our sails were then backed, and a gun fired; but not a living soul was seen on the deck or above on the yards. The tide driving us towards the reef, we kept at a little distance, where we could take good observations for the chronometer and meridian altitude, and off the East point determine the aforesaid position, which is I think correct, since we found no change in the rate of the chronometer since leaving Sydney.

The form of the reef is that of an ellipse, with an extent of about seven miles from East to West, and about two miles North and South. There was but a small portion dry, on the East part, where the hull of the ship lay, and it is believed that at high water this would be covered. The rest is level with the water, of some feet under water, where the sea breaks over the whole extent of it.¹

1 Ed. note: The Minto Reef.. The ship in question cannot be identified with confidence.

Documents 1854S

Pocahontas, Condor, Ianthe, and other ships in trouble

S1. Whalers, disasters, etc.

Source: Article in the Boston Post, June 27, 1855.

Bark **Pocahontas**, Butler, of Holmes' Hole, put into Guam March 29, leaky, and the mason work of try-works gone; would repair at trifling expense and sail in a few days for Japan Sea; 40 [bbls] sperm [oil] on board.

As letter from Capt. Kempton, of ship **Condor**, N.B. reports her at Guam March 8th. Had taken 50 [bbls] sperm [oil] since leaving Sandwich Islands.

Source: Article in the Boston Post, March 15, 1855.

Ship **Ianthe**, Dubbs, of and from San Francisco for Hong Kong put into Guam (Ladrone Islands) Dec. 14, leaky; would repair, and sail Jan. 1.

Source: Article in the Daily Evening Traveller, Boston, Mar. 17, 1855.

Loss of Specie at Sea.

Barque **Wm. T. Sayward**, Hedges, from San Francisco for Shanghai, with 1000 bbls flour and \$160,000 in specie, was abandoned near Ladrone Islands, previous to Dec. 21 [1854]. This vessel was formerly owned here, but there is no insurance on either vessel or cargo in this city at the present time.

S2. The loss of the John N. Gosler

Source: Article in the Boston Evening Transcript, Boston, Oct. 15, 1855, corrected next day.

Ship **Lizzie Jarvis** [sic], Burrows, from Hong Kong for San Francisco, was totally lost, no date, on the Ladrone Islands, crew saved. The **L.J.** was recently called the **Lady Pierce** and was owned by Mr. Silas E. Burrows, who at one time intended to present her to the Emperor of Japan.

Corrected Oct. 16, 1855, Marine Journal, as the ship **Race Hound** [sic], from San Francisco to Hong Kong.

Source: Article in the Boston Daily Advertiser, Oct. 18, 1855.

The ship belonging to Silas E. Burrows, lost at the Ladrone Islands on the voyage from San Francisco for Hong Kong, is now stated to be the **John N. Gosler**, before reported. The **J.M.G.** was built in Philadelphia in 1835, and was 506 tons.

Documents 1855A

Samuel Masters, would-be U.S. Consul at Guam, cont'd

Sources: U.S. National Archives, Records Group 59, Records of the Dept. of State, Roll 1, N° 10-10-5; PNA Marianas; former Agaña archives, Vol. 15, see Safford's transcripts, and his notes (pp. 373-9), now in LC Mss. Div.

Notes: For the first part of the story, see Doc. 1854A. Governor de la Corte arrived in May 1855, to replace Governor Perez. Among the suggestions de la Corte made was the following.

A1. Some recommendations made by Governor de la Corte, summarized by Lieut. Safford, U.S.N.

That **no foreign diplomatic representatives be permitted** to establish themselves in the island of Guam; and that if such come here, it shall be with the understanding that their duties be merely of a commercial nature. This was in consequence of the behaviour of the United States Commercial Agent, Masters, who was never given his *exequatur*, but assumed the functions of Consul and took it upon himself to issue permits, &c. in violation of the laws governing Spanish provinces. He was given his passport, but in spite of this would not leave the island, and continued exercising the said functions. It was not until he had committed himself, by assaulting an American sea-captain that the Governor found an excuse to order him to leave the island getting "real satisfaction upon his departure, given that Mr. Masters' character and conduct had been a continual source of unpleasantness and predicaments for his government."

That **no foreign commercial houses be permitted** to establish themselves in the islands. This was in consequence of the trouble caused by Van Ingen, who came here ostensibly as the secretary of Masters, whom he said he had known since 1853, whom he was a "ragged and humble supplicant for the position of custom-house guard in Honolulu;" but whose real object was to establish a house here for the sale of naval stores. His troubles with Masters, which the Governor was called upon to settle, threatened to lead to international complications, on account of Van Ingen's leaving the island while his goods were attached, failing to account for them to Thos. Spencer & Co. of Honolulu, from whom he had gotten them, on account of their alleged seizure by the Governor of Guam.

That a **skilled physician be appointed** for the care of the natives, the Irish surgeon, William George, then on the island not being a graduate of a medical college nor possessing the attributes required of a doctor in a civilized community.

Safford's comment: "This recommendation was in consequence of the terrible epidemic of small-pox on the island during which Don José Herrero who assisted George at the time told me that there were no medicines, and that the only thing they did for the patients was to purge them with salt-water."

That the **natives be frequently vaccinated**.

Safford's comment: "Don José Herrero was the vaccinator of the island. The virus he had frequently became worthless. Vaccination had been carried on for years before the appearance of small-pox here. The Captain General had sent orders concerning measures to be taken to guard against its introduction. Whole villages were wiped out by it, in some places nobody was left to bury the dead. The Governor of Guam, although he had no right to grant permits of residence, establishment of traders in the island, or to fill vacancies caused by the death of officials, would frequently take action in such cases, granting permits, license and making appointments subject to the approval of the Captain General of the Philippines. These appointments were called by interim, or provisional, and to be binding had to be confirmed by the Captain General."

A2. Letter to Governor Perez, dated 23 January 1855

Consulate of the United States of America,

Agaña, January 23, 1855

To His Excellency Pablo Perez,

Governor of the Mariana Islands.

Sir:

I have the honor to acknowledge receipt of your note of this day, in which your Excellency declines giving up the two seamen who deserted from the American whaleship **Montpelier** unless that shall first be smoked. Permit me to say that the enforcement of this requirement, contrary to Capt. Macomber's wishes would be a violation of the usages of civilized nations and incompatible with international Law, and therefore cannot be allowed.

The desertion of the two men from ship **Caravan** was reported to your Excellency, and to myself, several days previous to Capt. Macomber's receiving from your Excellence¹ which was understood to be my authority for handing him his papers, and permitting him to depart; and, during that time his ship was accessible by the police whom he was willing to aid in searching on board for the two deserters and I also in accordance with instructions from my government, to reclaim deserters and discountenance insubordination by every means with my power, and to tend my aid to and use my exertions with in the local authorities to that end, have exerted myself to the full extent required to recover the two men belonging to the **Caravan** and now I feel called upon to object that the mere suspicion that they may be on board the **Montpelier** be made

a reason for withholding Capt. Macomber's men any longer from him, or subjecting him to any further attention or annoyance.

By the following quotation from the "General Instructions" of my government to me, your Excellency will perceive that I am entitled to the entire control of American seamen who may be arrested as deserters from American ships: "In all cases where deserters are apprehended, the consul or Commercial Agent shall inquire into the facts, and if satisfied that the desertion was caused by unusual or cruel threatment, the mariner shall be discharged." etc. In obedience to which instructions I am obliged to demand that the two afore-mentioned seamen belonging to ship **Montpelier** be immediately delivered into my custody, I holding myself responsible for all reasonable charges which your Excellency may have made for their apprehension.

I have the honor to be, with high esteem,

Your Excellency's obedient servant.

Samuel J. Masters

A3. Translation of Gov. Perez' answer, dated 23 January 1855

Military & Political Government & Commandant of the Marianas Islands

I have received your attentive official of this day, by which I see that Capt. Macomber of the whaleship **Montpelier** had presented himself to you and made a complaint of having retained in the prison two seamen deserters from him who were taken up yesterday by the police of the village of Agat; I note also that said Capt. has hidden from you the truth, because the said deserters are detained here until his ship shall be overhauled and smoked for suspicion that there is on board her two seamen who have deserted from Capt. Bragg ship **Caravan**, as the said Capt. Bragg has assured me, that he has seen one of the said deserters swim from his ship to the **Montpelier** on the morning she sailed to Umatac and about the other I have told you through Mr. John Anderson [the interpreter], the suspicion I have, that he is also on board the **Montpelier**. Yesterday I ordered the ship to be smoked which he has refused saying he had no charcoal, which you may see by the Capt. of the port to whom I sent order to that effect and which was obeyed by him. To Capt. Bragg I have given two natives in place of the two ddeserters, and his deserters are not on shore; as you well know they have been looked for with the greatest diligence. It is clear these men are on board and the suspicion falls on the **Montpelier**, as she was the only vessel in port when the **Caravan** sailed.

In consequence of which I hope you will use your authority as Consul that the ship be smoked before she sails and then Capt. Macomber may come to take from prison his two seamen deserters, and if the two seamen from the **Caravan** are found, they shall be remitted on shore to me.

God preserve you many years.

Agaña 23 Jan. 1855

Pablo Perez

A4. Second letter to the Governor, dated 23 January 1855

Consulate of the United States of America

Agaña, January 23, 1855

To His Excellency Pablo Perez,
Governor of the Mariana Islands:

Sir:

Capt. Macomber, Master of the American whale ship **Montpelier** having informed me that two American seamen named Frederick McLean and John Warner who deserted from said ship on or about the 20th inst. have been arrested by the police and are now in your custody. I have to thank your Excellency for the promptness with which you have caused the said deserters to be apprehended. And that Capt. Macomber may not be any longer deprived of their service, or further detained from sailing, permit me to request your Excellency to have delivered today, into the custody of Capt. Macomber, on his paying such charges as have been incurred by their arrest.

I have the honor to be, with high esteem,

Your Excellency's obedient servant.

Samuel J. Masters

A5. Masters' letter to the Secretary of State, dated 10 March 1855

Consulate of the United States for the Ladrone [sic] Islands

Agaña, Guam, March 10th, 1855

To W. L. Marcy
Secretary of State

Washington.

Sir:

I hereby acknowledge receipt of your despatch of the 25th of October last with its enclosures.

I have investigated as far as able the matter to which the depositions accompanying Mr. Keenan's Communications No. 9 and 12 to the State Department refer:¹ and cannot get any direct testimony to corroborate those portions of the depositions which reflect on the conduct of the Governor of these islands, from the fact that the only two persons here capable of acting as interpreters being in the employ of the Government and being dependent on and friendly to the Governor are probably inclined to suppress such evidence as would bear strongly against him; nor can I elicit anything contradictory to the Statements of either of the deponents who belonged to the wrecked Bark **Sarah Mooers**, nor see any reason why they should not all be entitled to full weight and credit. In one of them allusion is made to Capt. John Manwaring, late Master of the whaleship **Hellespont** of Mystic, CT. He has now gone home and should his testi-

1 Ed. note: Mr. Keenan was American Consul at Hong Kong.

mony be considered desirable he can be found at his residence at Mystic or New London.

That previous to my arrival here an arbitrary and unjust exercise of power has been habitual with this Governor Don Pablo Perez to the oppression and abuse of many of our seamen and others also cannot be denied; and I myself, although invariably yielding to him all the respect and courtesy to which his position entitles him, am frequently subjected to serious annoyance in the discharge of my official duties by his presumptuous interference with matters soely within my province, the following copy of protest affords an instance,

Consulate of the USA for the Ladrone Islands

*By this public instrument of protest be it known unto all persons that on this 24th day of February A.D. 1855 personally appeared Charles A. Bonney, Master of American whaleship **Lewis** of New Bedford who being sworn did solemnly depose and say that on the 2nd day of February A.D. 1855 I took Michael Donovan a native of Ireland and before Samuel J. Masters, Esq. United States consul at Guam and had him shipped on the articles of the ship **Lewis** as seaman at the 1/120th lay, that I advanced on his account the sum of \$53.00 including \$20.00 paid Ichabel Norton, Master of whaleship **Ocean** of Warren, R.I., for said Donovan's passage from Waddell Islands to this port, that after said Donovan shipped as aforesaid hither said Donovan was arrested by the local authorities here for drunkenness and placed in confinement, that the United States consul here notified the Governor Don Pablo Perez that said Donovan had been in accordance with the laws of the United States legally shipped with me and requested said Governor to hold said Donovan subject to my order that when I called for said Donovan to take him on board of my ship, the Governor refused to give him up declaring that said Donovan should go on board the ship in which he arrived here in and no other and the said Governor caused the said Donovan against his and my remonstrance to be forcibly carried on board said ship **Ocean** of Warren and, had not Capt. Norton of said ship **Ocean** secretly delivered to me from on board his ship said Donovan, I should have been deprived of the services of said Donovan and have suffered loss the amount of the advanced account as aforesaid.*

C. A. Bonney,

Master Ship Lewis

Sworn to and subscribed before me on the day and year above.

Samuel J. Masters

A6. Masters' woes—Another despatch dated circa March 1855

Although on my way hither I obtained permissions of the Captain General of Manila to act as commercial agent of the United States till the receipt of the *Exequatur* from Spain and brought from him and presented to this Governor instructions to that effect, still the latter answer to my remonstrances against his presumptuous infringements upon

my rights that he cannot recognize my official acts till my *Exequatur* I look for that document by the first ship arrived from Manilla.

At the time of receiving my appointment as Consul and setting out for my Consulate I made every reasonable effort to secure the services of a Physician for the Seamen's Hospital here but unsuccessfully and consequently have been obliged thus far to employ in that capacity an Englishman residing here.¹ He, it seems, is under a contract with the Governor to make a yearly tour of the island to examine and report on the health of the natives, it being optional with the latter to name the time when such services be performed, his Excellency thought proper this year to select the period when the doctor's services are most needed by me and notwithstanding all my arguments and entreaties for a postponement he has ordered him to commence his journey having several sick seamen in the Hospital and the prospect of many more arriving soon, and no Physician to attend upon them; in former years, if the doctor consumed more than one week in making this tour, he was severely reproved by the Governor for subjecting the Government to unnecessary expense but this time, although the health of the people was never better than now, he is commanded to be absent more than forty days, which will deprive me of his services during the remainder of the shipping season.

I expect a competent American Physician to arrive here during the ensuing summer and take charge of the Hospital and his Excellency claims all jurisdiction over deserters from American whaling ships who are apprehended after the ships sail, keeping them in prison and puts them on board of what ships he may think proper.

I have to refer you to enclosed copy of despatches addressed by me to his Excellency to which I received verbal answers, his excuse for not writing was that he had no secretary capable of writing either in Spanish or English.

I could refer to numerous other cases equally diabolical if not more so, and being so remote from any immediate assistance from my government I have been obliged to [restrict myself to] points which come strictly within my province, fearing [that His] Excellency would, by his arbitrary conduct, order every American whale ship from the port at the same time, I have treated him with the utmost uniform courtesy.

The presence here occasionally of one of our ships of war would have a decidedly beneficial effect. From the first of December to the last of April our whale ships visit this port in considerable numbers.

I have the honor to be, Sir, very respectfully,
Your Obedient Servant.
Samuel J. Masters

A7. Letter to Secretary of State, dated 5 June 1855

Consulate of the U.S.A.
Guam, Ladron Islands

1 Ed. note: It was Dr. William George, who had formerly served as surgeon aboard a Canadian whaler.

June 5th, 1855

To: The Honorable W. L. Marcy

Secretary of State

Sir:

I have to inform you that his Excellency Don Pablo Perez, whose term of six years Governorship of these islands has expired, and his successor Don Felipe de la Corte has arrived here clothed with authority from the Captain General of Manilla to investigate the numerous charges made against the ex-Governor by almost every respectable citizen of these islands, and immediately upon the arrival of the new governor he ordered Don Pablo Perez to retire into the interior of this island and there remain until sent for. The Catholic priests here imagine he will be imprisoned when he arrives at Manilla for the tyrannical and oppressive conduct towards residents of this island.

And I have carefully abstained from all interference with matters which did not come strictly within my province not even giving an expression of opinion and have no part in causing this investigation.¹

I became acquainted with the appointed Governor whilst in Manilla and had an interview with him last evening, was courteously received and imagine I should have no difficulty in getting along smoothly with him more especially if my *exequatur* arrives before the next shipping season which commences in January. I am sometime inclined to believe that the Spanish Government are withholding my *exequatur* until our difficulties are settled with that government. Allow me to suggest the propriety when obtained to have it forwarded to the Hon. R. M. McLane, our commissioner at China with instructions to send it over to me by one of our ships of war for I shall scarcely be able to do justice to the whaling fleet without it and am constantly annoyed by having to give reasons for not hoisting my Consular flag—and in one instance, a Capt. refused to deposit his papers in my office.

I have the honor to be, Sir,

Your obedient servant.

Samuel J. Masters.

A8. Despatch dated 30 June 1855

Consulate of the United States

Guam, June 30th, 1855

To: The Honorable Secretary of State, U.S.A.

Washington City, D. C.

Sir:

1 Ed. note: He fails to understand, or if he did, to point out that such an audit was a routine legal procedure that the Spaniards had practiced for more than one century in the islands.

I have the honor herewith to enclose to you the consular returns of American vessels arriving at and departing from the port of Guam from January 1st to June 30th, together with statement of fees received from the same period of time.¹

And I beg to inform you that I have this day made a draft on you at 30 days after sight for \$1,781.66 for disbursements at this consulate for distressed American seamen for the quarter ending June 30th, 1855, in accordance with accounts and vouchers this day enclosed to the Fifth Auditor of the Treasury Department.²

I have experienced many difficulties in getting my consular drafts negotiated here for anything like a reasonable discount for the following reasons: firstly, scarcely any goods are imported from the United States; secondly, the banker here requires no funds in the United States [currency]; thirdly, they say they have no agents in the United States to collect drafts; fourthly, if they send drafts to Manila to be negotiated they have frequently to wait two or three years for returns. Although vessels sail often from this port to Manila the official records at this port show but three vessels arriving direct from Manila for the last five years.

The ship **John N. Gosler**, Charles Emerson, Master, of Philadelphia, bound from San Francisco to Hong Kong, foundered at sea on the 30th of May last. The Captain and crew, fifteen all told left the ship in open boats and after a perilous passage of eleven days arrived at this port in an exhausted and destitute condition, with two of the crew Americans, sick who are now in the hospital, only officers were entitled to relief from this consulate, the remainder being foreigners. The Governor and citizens did everything to their power to relieve them.

On the 17th June a ship was discovered in the offing passing by. I immediately dispatched a boat with a note to the Captain stating the condition of these poor shipwrecked men and their anxiety to be taken off this island; more especially at this season of the year, when but few vessels touch here. This proved to be the French clipper ship **Benjamin**, Captain Wm. Darvouxguilhem, bound to Hong Kong who came promptly to their relief, and tendered a free passage to all that were able to leave. Captain Emerson and twelve of his crew left in her and I requested the physician of the hospital to send all the seamen that were to leave the hospital which were three, viz. Harris Parker, J. T. Sanderland and George Story, who had also free passage tendered them. Those men were scarcely able to leave, but as they were anxious to get away they were discharged and sent on board with consular certificaters to General Keenan, Hong Kong. Much praise is due Captain Darvouxguilhem of the French ship for meritorious conduct in coming so promptly to the relief of foreigners.

H. H. Beals, M.D., a native of Northhampton, Mass. arrived here on the 9th April and took charge of the hospital on the 1st May as hospital physician.

I am fully

1 Ed. note: List no longer attached.

2 Ed. note: The list of ships, as well as the accounts, may be found in the U.S. National Archives, with the papers of that department.

Your obedient servant.
Samuel J. Masters

A9. Orders for a warship to visit Guam—Passed on to Commander Pope of the U.S.S. Vandalia

U.S. Flag Ship Macedonian
Shanghai, May 1st 1855

Sir:

As soon as you can get the U.S. steamer **Powhattan** under your command ready for sea, you will proceed to Guam, one of the Ladrone Islands, and make rigid investigation into the truth of certain allegations of oppressive treatment by the Governor of Guam of a portion of the passengers and crew belonging to the American Bqrque **Sarah Mooers** wrecked on Raven Island, one of the Caroline group.

Enclosed herewith are the copies of the allegation referred to, with a copy of a letter from the Hon. Secretary of State to the Hon. Secretary of the Navy, together with a letter of direction from the Hon. Secretary of the Navy on the subject, which you are hereby directed to carry into execution agreeably to its requirement. After which you will proceed to Hong Kong, and on your arrival there make a full report to me of all your doings.

...

I have only further instruct you that it is the wish of the Department that great economy should be used in the expenditure of coal, and that steam should not be used except when absolutely necessary.

Wishing you a safe and pleasant time, I am

Respectfully your obedient servant.

Joel Abbot,

Commanding U.S. Squadrons

East Indies and China Seas.

To Capt. Wm. J. McClaney,

U.S. steamer Powhattan.

A10. Arrival of the U.S.S. Vandalia at Guam on 5 July 1855

Note: The U.S.S. Vandalia was despatched instead of the Powhattan. The sloop-of-war Vandalia, 783 tons, was built at Philadelphia in 1828, and carried 18 to 20 guns. From 1853 to 1856 she was part of Commodore Perry's Squadron.

U.S. Ship Vandalia
Agaña, Island of Guam
July 7, 1855

Sir:

I am ordered by the Commander-in-Chief of the U.S. Naval Forces in these seas to visit this port and make rigid investigation into the truth of certain allegations of op-

pressive treatment by the Governor of Guam of a portion of the crew and passengers of the late American Barque **Sarah Mooers** wrecked on Raven's Island, one of the Caroline group.

And, agreeably to instruction from the State Department to confer with you and the Colonial authorities on the subject of the outrages committed at this port, with this you will receive a copy of the deposition of the Captain and part of the crew and passengers of the **Sarah Mooers**.

It is hoped there will be no delay in investigating the matter, as it is desirable that the particulars of the case should be laid before the Department at as early a period as practicable. I therefore respectfully [request] that you will cooperate with me ascertaining the truth of these charges.

I am, respectfully,
Your obedient servant.
J. Pope
Commander
[To] S. J. Masters, Esq.
Consul U.S.A.
Agaña, Guam

Consulate of the United States of America
Guam July 7, 1855
His Excellency Felipe de la Corte,
Governor of the marianas Islands.
Sir:

I have the honor herewith to enclose to your Excellency a copy of a communication received this day from Commander Pope of the U.S. ship **Vandalia** now lying in the adjacent port of Apra by which your Excellency will perceive that he has been instructed by his Government and the Commander-in-chief of U.S. Naval Forces in these seas to confer with your Excellency, the Colonial authorities and myself in regard to the truth of certain allegations which reflect on the conduct of Pablo Perez, late Governor of these islands and to ascertain whether the facts are as they are represented.

Extracts from several communications received at this consulate from my Government on the subject were transitted by me to your Excellency on the 4th of June last, duplicates of which Commander Pope has in his possession.

I am, with great respect,
Your Excellency's most obedient servant.
Samuel James Masters,
Acting Commercial Agent for the United States.

A11. Translation of Governor de la Corte's answer, same date

July 7, 1855

I have the honor to acknowledge the receipt of your communication of this date in which you have the goodness to enclose another directed to your Capt. John Pope, commander of the U.S.S. **Vandalia** at anchor in the port of Apra of these islands.

By the Communication which I had the honor to send you on 1st of June of this year, you know I had orders of the Government of H.R.H. our Queen of Spain to investigate this matter and to me it will be highly pleasing that Capt. John Pope through the means of new data, or other means, could cooperate with me to the clearing of these acts.

I request you by this you will have the goodness to make known to Capt. J. Pope to direct to my authority verbally or in writing to the end that these acts should be cleared up, according as it is the interest and desire of both Governments, and I ask you at the same time that you will dispense that I cannot treat on this subject through your mediation as according to our legislation the foreign Consuls (although in the case of having obtained the requirited *Exequetur* which you have not as yet have no representation in international affairs and for your better enlightenment I enclose you, if you have it not, of the Law 4th, Title 11th, Book 4th of the newest abridgement of the laws of Spain conversant on the subject. Without prejudice of this if as a private citizen of the U.S. or as the Commercial agent for these islands you can and will furnish me any new data conducive to the object in question I will reiterate to you all on this particular which I manifested to you in my cited communication of 1st June.

God preserve you many years.

Agaña, 7th July 1855

Felipe de la Corte

A12. Second letter from Commander Pope, dated 9 July 1855

U.S. Ship *Vandalia*

Guam July 9, 1855

To His Excellency Felipe de la Corte,
Governor of the Marianas Islands.

Sir:

My note addressed to the U.S. Consul of this port under date of the 7th making known to him principle [sic] object of my visit to the islands having been referred to you reiteration unnecessary.

Your reply thereto expressing a readiness to cooperate to the end that these acts should be cleared up according as it is the interest and desire of both Governments, is in accordance with my own views, and I am ready to proceed in the matter in such a way as will tend the obtainment of all information to be had in the case.

I am informed by the Consul that he has already furnished you with the complaints setting forth the alleged oppressive treatment by the late Governor of the Mariana Islands of a portion of the passengers and crew of the late American Barque **Sarah Mooers** wrecked on Raven's Islands, one of the Caroline group. I have to inform you that I am not in possession of any other complaints.

I have the honor to be, Sir, very respectfully

Your most obedient servant.

John Pope,

Commander U.S. Navy

A13. Translation of the answer of the Governor, dated 11 July 1855

July 11, 1855

Sir:

I have the honor to acknowledge receipt of your communication of the 9th inst. on board of the U.S. Ship **Vandalia** under your command, anchored in the port of Apra in this island.

According as I have shown to Mr. Samuel J. Masters, Commercial Agent of the United States of American on the 7th of this month, and according as I said to the said gentleman on the 1st June last, I am charged to make inquiries about these complaints produced by certain individuals shipwrecked on the American Barque **Sarah Mooers** of unjust treatment on the part of my predecessor in this Government, Don Pablo Perez.

These inquiries are in consequence of reclamations of the Government of the United States to that [of] Spain. And it appears those reclamations being pendant from Government to Government there is no place for direct solicitations on the part of the Commander-in-Chief of the Naval Forces of the United States in these seas to this Government in the Marianas.

Notwithstanding this, desirous of cooperating in the manner most efficacious to the clearing up of the acts insinuated and being strictly recommended to do so by my Government, I am ready to receive, as soon as you have presented the credentials of your especial mission, and you may be confident not only will it be accepted inasmuch as is compatible with my power but also I am ready to have a conference with you on this matter, and to receive all the hints that may contribute to the best exit of the inquiries that by instructions of my Government I am now engaged in.

I have the honor with this motive to offer my most respectful consideration.

Agaña 11th July 1855

Felipe de la Corte

[To] Commander John Pope

U.S. Sloop Vandalia

A14. Letter to the Governor, dated 12 July 1855

U.S. Ship Vandalia
 Guam, July 12th 1855
 To His Excellency Felipe de la Corte
 Governor of the Marianas Islands
 Sir:

I have the honor to acknowledge the receipt of your communication of the 11th inst. expressing your readiness to cooperate in the manner efficacious for clearing up the present difficulty and informing me that you are now ready to receive the credentials of my mission.

In reply I have respectfully to state that I have no special credentials to present but am here by order of the Commander-in- chief of the U.S. Naval Forces in the East India and China Seas, who has directed me, in accordance with instructions received from the Government of the United States to visit this island and confer with the Colonial Authorities and the American Consul on the subject of the alleged outrages and ascertain the truth of said allegations.

If it is compatible with your views that this conference should take place, it is hoped that it may be had with as little delay as possible, in order that my departure may not be postponed beyond the time contemplated for my return to China.

I am, with great respect,
 Your Excellency's Most Obedient Servant
 John Pope
 Commander, U.S. Navy

A15. Translation of the Governor's answer, dated 13 July 1855

Sir:

I have the honor to acknowledge to you the receipt of your communication of the 12th inst. in which you make known to me that you have not in your possession especial credentials to credit an especial mission of your Government to present to this [government] of the Marianas, but only have received orders from the Commander-in-Chief of the Naval Forces of the United States in India and China, to visit this island and confer with the Colonial Authorities and the Consul of your Nation on the facts alleged by some of the shipwrecked crew and passengers of the American Barque **Sarah Mooers**.

In answer and consequently always to that which to you and the Commercial Agent of your nation I have made known, I am disposed to a conference with you and the said agent on the matter in question and if not inconvenient to either of you on Monday the 17th inst. at 8 o'clock, I can receive you with this object.

I have the honor to offer myself again to you with all consideration.
 Agaña 13th July 1855

Felipe de la Corte
 [To] Commander John Pope
 U.S. Corvette Vandalia¹

A16. Commander Pope's acknowledgemt, dated 14 July 1855

U.S. Ship Vandalia
 Guam, July 14th 1855
 To His Excellency Felipe de la Corte
 Governor of the Mariana Islands
 Sir:

I have the honor to acknowledge receipt of your communication of yesterday's date informing me that if convenient for the U.S. Commercial Agent and myself it will be agreeable to you that a conference be held on the 16th inst. at eight o'clock.

In reply I have to state that we shall be happy to meet you at the time specified to confer on the matter in question.

I am, very respectfully
 Your Most Obedient Servant
 John Pope
 Commander U.S. Navy

A17. Follow-up note from Masters, dated 24 July 1855

Note: Addressed to Commander Pope, it appears.

United States Consulate
 Guam July 24 1855
 Sir:

Agreeably to your request I herein give you all the information that I have been able to obtain in regards to the alegations alleged against the late governor of these islands.

In January last I received a despatch from theHonorable Secretary of State setting forth the complaints made by the passengers and crew of the late Barque **Sarah Mooers** with directions to report of the facts as they were represented. The follwoing is a true copy of my report to the State Department on the subject, having date March 10th 1855.

"I have investigated as far as possible the matter...²
 ... at Mystic or New London."

The foregoing together with what was stated at the conference held with the Governor is all that I can learn in the matttr. The statement in regards the intentions of that

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- 1 Ed. note: The word Corvette was then a proper translation of both the English words Sloop and Schooner.
 2 Ed. note: See A5 above.

part of the crew left on shore, to seize the vessel, I have good reason to believe true, as I have heard it from other sources. The strict integrity and disposition of the present Governor leaves me without a doubt that the facts will, as far as is made known to him, be transmitted to his Government. Should I be able to come at any further information on the subject, it will be made known to the State Department at the earliest date possible. As it now stands, I do not see that any further information can be had until the Governor has completed the investigation and the result is communicated to my Government, which may take considerable time, as it appears from good information that other complaints have been alleged against the administration of Don Pablo. I must say that in my opinion, could one of our national vessels occasionally visit this island, it would have a beneficial effect and keep up the good understanding that now exists with the present authorities of the islands. I would further say that you have done all in your power to have this matter investigated and have obtained all the information possible. Wishing you a safe return to your country.

I am, very respectfully
Your obedient servant.
Samuel J. Masters
U.S. Consul

A18. Report of Commander Pope, dated Hong Kong 22 August 1855

U.S. Ship Vandalia
Hong Kong August 22, 1855
Sir:

In accordance with your instructions I left Hong Kong on the 2nd of June and made the best of my way to the Island of Guam, where I arrived and came to anchor in the port of Apra on the 5th of July, and immediately communicated with S. J. Masters (Esq) the U.S. Consul at Agaña addressing him a note of which the enclosed /N^o 1/ is a copy. This note together with one from himself, a copy of which is also enclosed /N^o 2/, was sent to the Governor and his reply to the same is herewith transmitted /N^o 3/. Upon its receipt, I immediately addressed a letter to the Governor /N^o 4/ expressing my needing to proceed in the matter in the manner best calculated to obtain all the information to be had in the case. After considerable delay he replied /N^o 5/ calling for my credentials to treat on the affair, and at the same time addressed a note to Mr. Masters /N^o 6/ to the same effect. In answer we stated that we had no special credentials to present. And I informed him that I was there by your orders to enquire into the truth of the charges in my possession that the facts might be laid before my Government. In reply he appointed the 16th July for a conference which was accepted.

On the 16th the day appointed, Mr. Masters and myself met in conference with the Governor and stated to him the object of our desire for an interview viz. to enquire into the truth of the charges already in his possession of the ill treatment by his predecessor

in the Government of the island of a portion of the crew and passengers of the late American barque **Sarah Mooers** and other outrages said to have been committed.

In reply he stated that he was already instructed to investigate the matter, and when the investigation was completed report the same to his Government, and that if he found any of the allegations to be true to send the guilty parties to Manila for punishment.

He stated that he had the principal men of the different villages in the island before him and he could not learn that these men had been maltreated. At the time the outrages were alleged to have been committed, there was a small schooner belonging to a resident of the island, lying in the harbor and that his predecessor Don Pablo Perez, had selected the Captain and twelve of the most destitute of the passengers to go on board to be conveyed to Manila, that being as many as the schooner would accommodate. Some of those left, nine in number, either through jealousy or malice, threatened to take the schooner, which was the reason for their being sent into the country. They were sent in two parties, five in one and four in the other. And soon after the schooner sailed an order was given for them to return to town where they were distributed among the inhabitants and fed without anything being exacted from them in payment. And that he, Don Pablo, had given some of them clothes. That the two parties sent into the country were sent with directions to the headmen of the villages to provide for and take care of them until further orders. They remained in the country fourteen days when returned by this order. That both going and coming they were under the guidance of but one person. When they went into the country such clothes as they had as were not necessary for their use were deposited and on their return delivered up. In relation to flogging and other punishment of the men he said they were of course amenable to the laws, and when they violated them it was necessary in order to preserve peace to put the law in force. And he did not deny that American seamen had been flogged. But he could not learn that these men had been maltreated during their residence on the island. He was surprised that if they had any cause for complaint in the country they had not made it known on their return [to Agaña].

It had been discovered that there were two parties in opposition to each other on board the ship previous to her being wrecked and that the 1st mate and two passengers of the name of Mulley accused the Captain of wrecking his ship intentionally.

He further said he thought it very singular that if Captain Woodbury had any complaint to make he did not make it at Manila where there was an American Consul and where the case could have been laid before the Captain General.

At a subsequent interview held with the Governor on the 22nd of July he stated in regard to the complaint against [rather made by some] passengers of refusing to permit the crew of the **Sarah Mooers** to embark in the **Hellespont** and of throwing obstacles in the way of their leaving the island, so far from such being the case, it was his desire and request that they should be taken on board and conveyed away. Mr. Anderson, the Government interpreter, stated that he was the medium through which such wish was conveyed to Captain Manwaring. And he further stated that he had himself witnessed the kind acts of the Governor in furnishing these men with clothing. I then again

brought up the subject of flogging American Seamen for offenses committed on the islands. The Governor said that they were punished in accordance with the laws of Spain and in the same manner as residents. I stated that this mode of punishment had been abolished in my own and most other countries and it was to be hoped it would not hereafter resort to.¹

The foregoing being all the information I could obtain in the matter and having filled up with wood and water and permitted the crew to have forty-eight hours liberty on shore, I sailed on the 25 of July and made the best of my way to Hong Kong where I arrived today.

During my stay at the island we were furnished with an abundance of fresh provisions and fruit at a moderate price. And were treated by one and all with the utmost kindness. I found the harbor to be commodious and safe formed by reefs—the holding ground good. Pilots will come off by displaying a flag at the fore.

I have the honor to be, Sir, very respectfully

Your Obedient Servant

J. Pope

Commander

[To] Commander Joel Abbot

Commander-in-Chief U.S. Naval Forces India and China Seas.

A19. Mutiny aboard the *Jireh Perry*

Letter from Masters, dated 9 August 1855.

Consulate of the U.S.A. for the Ladrone Islands

Agaña, Guam August 9, 1855

To His Excellency the Acting Governor of Guam²

Sir:

The American whaleship *Jireh Perry*, Capt. Lawrence having arrived at the adjacent port of Apra with his crew in a state of mutiny.

I have to request your Excellency to cause the two ring-leaders to be arrested and placed on shore in confinement until I can have an examination of the matter.

The two ring-leaders are Portuguese³ whom Capt. Lawrence will point out to the police when he goes on board tomorrow morning.

I am, very respectfully

1 Ed. note: Not completely true, as the logbooks of American whalers reveal for the period in question; men were still put in irons, then "in the rigging" for disobeying ship masters (for instance, see Doc. 1855I).

2 Ed. note: De la Corte may have been temporarily absent from Agaña. It was insulting for the Spaniards to have their islands referred to as the Islands of Thieves, or the Ladrone, instead of the Marianas. Masters must have been told about this faux pas many times.

3 Ed. note: Such so-called Portuguese were usually African negroes recruited at the Cape Verde Islands.

Your obedient servant,
Samuel J. Masters

A20. Translation of Governor de la Corte's answer dated 11 July 1855

I have the honor to acknowledge receipt of your communication of the 9th inst. The motive why it is not possible to accept your mediation in the affair alluded to is because the foreign commercial agents in the Spanish ports have no political representation whatever and to treat on international affairs is of necessity a political representation annexed to the appointment performed or founded in special mission justified by credentials from the Government or person in whose name they operate.

If then you have in your possession these credentials I will accept immediately of your mediation in all that my powers reach to as soon as you present them to me.

God preserve you many years.

Agaña 11th July 1855.

Felipe de la Corte

[To] Samuel J. Masters

Commercial Agent of the U.S. of America in Guam.

A21. Masters still refer to himself as Consul, in a letter dated 27 August 1855

Consulate of the U.S.A. for the Ladrone Islands

Agaña, Guam Aug. 27, 1855

To His Excellency Don Felipe de la Corte,

Governor of the Mariana or Ladrone Islands.

Most Excellent Sir:

I hereby enclose a copy of a note addressed by me to his Excellency, the Acting Governor of Guam, and have to ask an early interview with your Excellency in behalf of Capt. Lawrence and myself, that we come to some definite understanding as regards the mutineers now in the prison of this island belonging to the American whaleship **Jireh Perry**.

I have no confidence in the interpretation of Capt. Anderson and do not wish to have anything to do with him in the way of interpreting.

I am, very respectfully

Your obedient servant.

Samuel J. Masters

A22. Translation of the invitation of same date

Military & Political Government of the Marianas (or Ladrone) Islands

In answr to your communication of this date, yourself and Capt. Lawrence, can have an interview with this government tomorrow morning at 8 o'clock, the 28th inst. to discuss the matters which may be to your interest, and by the intervention of the Interpreter Don Vizente Deza.

God preserve your many years.

Agaña, 27th August 1855.

Felipe de la Corte

[To] Samuel J. Masters,

Commercial Agent of the United States in Guam.

I hereby certify that the above to be a true translation of the original communication in the Spanish language.

Edward. A. Edgerton,

Interpreter.¹

A23. Translation of the official answer from the Governor, dated 31 August 1855

Military and Political Government of the Marianas Islands.

His Excellency teh Gov. and Capt. General of the Philippine Islands under date of the 19th Feb. 1853, directs this government as follows:

In order to prevent abuse hereafter I give notice to you that in case any vessel asks the aid of people of this province to complete her crew, you can give no facility nor permission that any individual of these isands may embark without his entering into a contract before your authority in which are stipulated the conditions entered into by those interested, the fulfilment of which the Capt. has to leave secured by means of a creditable surety, or other sufficient guaranty, and this contract signed by the parties truly interested is to be in triplicate in order to give one copy to the Capt. to leave another in the archives of the government, and to remit another to this superior government, without prejudice to giving likewise authenticated copies to the rest interested, if they desire them; repeating to you that without these requisites above stated, the embarkation is not permitted of any individual, and in the understanding that upon this point will be enacted a rigid liability. Which I have thought appropriate to place withing your knowledge in order that you may be able to inform the Captains of the vessels of your nation of the formalities which are required to be observed in order to ship in their vesels individual natives of these islands.

God preseneve you many years.

1 Ed. note: It appears that this man had just arrived from Japan aboard the Caroline E. Foot(see De la Corte's letter of 1 Sept. 1855).

Agaña 31st August 1855.
Felipe de la Corte

A24. Rebuttal by Masters, of same date

Consulate of the U.S.A. at Guam, Ladrone [sic] Islands.
Agaña, 31 August 1855
To His Excellency Don Felipe de la Corte,
Governor of the Mariana Islands.

Sir:

O have the honor to acknowledge the receipt of your Excellency's official letter of this date, with the extract from the instructions of his Excellency the Governor and Capt. General of the Philippine Islands relative to the formalities to be observed in shipping natives of these islands, which I shall be most happy to comply with.

Allow me to state to your Excellency that there is not now nor has there ever been a commercial treaty between the United States and Spain. That of 1795 was what it purported to be a treaty of friendship, limits and navigation, it contains but few clauses relative to trade or commerce between the two countries and those clauses by the construction which Spain has given to the treaty do not apply to our commercial intercourse with her colonies.

This question as regards which my government is now contending with Spain, and in the absence of any treaty stipulations the duties of Consular and Commercial Agents are prescribed by positive law or such as arise from the nature of the office under the general commercial law of nations.

Capt. Anderson, the English interpreter of the government in my opinion would like to cause rupture between us, which I shall studiously avoid.

I am respectfully
Your obedien servant.
Samuel J. Masters

A25. Translation of the reply of the Governor, dated 2 September 1855

Military and Political Government of the Mariana Islands.

Sir:

I have the honor to acknowledge the receipt of your communication dated 31st August ult. and to state in reply:

That the formalities in shipping Spanish mariners natives of these islands in foreign vessels contained in my communication of the said 31st are those which are observed in the Philippines by all vessels of all nations, and the other regulations of the Spanish laws of which I have remitted you a copy, are likewise general with consuls of all countries, besides which there are none special with regard to the Mariana Islands, nor in particular with regard to the United States; believing therefore that if in the rest of the

Spanish dominions they serve without difficulty to conduct the business of all foreign countries, they will effect not less in this point, where matters are less in numbers and interest than in any other part.

I rely likewise much on your prudence and on the desire which I believe to be proved sufficiently in those matters which have occurred to find me disposed to cooperate in all things with such harmony with yourself, that there seems to be no fear any possible interruption by any one.

God preserve you many years.

Agaña 2nd September 1855.

Felipe de la Corte

[To] Mr. Samuel J. Masters

Commercial Agent of the United States on Guam.

I hereby certify the foregoing to be a true translation of the original communication in the Spanish language.

Edward A. Edgerton,

Interpreter.

A26. The case of the seaman William R. Martin

Consulate of the U.S.A. for the Ladrone [sic] Islands.

Agaña, Guam 20th Sept. 1855

Excellency Don Felipe de la Corte,

Governor of the Mariana Islands.

Sir:

Having been informed that Wm. R. Martin, an American citizen and seaman, discharged from the American whaleship **Jireh Perry** on account of sickness and entered in the U.S. Hospital, is now confined in prison I would respectfully ask your Excellency, if so for what reason he has been imprisoned.

I am very respectfully

Your obedient servant.

Samuel J. Masters

A27. The Martin affair, continued

Consulate of the U.S.A. for the Ladrone Islands.

Agaña, Guam 22nd Sept. 1855

To His Excellency Don Felipe de la Corte

Governor of the mariana Islands.

Sir:

I have the honor to acknowledge the receipt of your Excellency's communication of the 20th inst. in answer to mine of the same date, and regret that you should so construe the duties and power of Consuls and Comemrcial Agents.

By the custom of all maritime nations, Consuls as Commercial Agents are appointed in the principal ports of civilized countries to attend to the interests of the citizens of their respective countries who may be obliged to have recourse to the public authorities of the foreign country.

They are also considered as representing the commercial interests of their government in the various places where they are stationed.

I respectfully claim I have not exceeded the power and duties of a Consul or Commercial Agent.

The third mate of the American whaleship **Jireh Perry**, Wm. R. Martin, is American, and was discharged before me by Capt. Lawrence previous to entering the U.S. Hospital in accordance with the laws of the United States; being then free from imprisonment he was left sick and destitute at the U.S. Hospital which I cannot consider as a prison and does not come within the jurisdiction of the 5th Article of the regulations of this Port, alluded to in your communication.

It matters not what Capt. Lawrence have said to you.

The authorities of this government have the right to locate the Hospital at any convenient or proper place and to limit the strolling of the men but permission being given as I am informed by the Physician of the Hospital for the inmates to visit and remain in town, they cannot be considered as trespassing when not found in the Hospital.

Allow me respectfully to say [this about] the twelve seamen left in prison from said ship, most of whom are citizens of the United States, ten being discharge by me as mutiners and two Portuguese as deserters, do not in my opinion come within the jurisdiction of the said 5th Article, but as I considered they richly deserved punishment, and I could not send them to the United States for trial without taking out of the ship the first and second officers and disabling the ship, I have not interfered in their cases.

I am credibly informed that the twelve above-mentioned seamen have been discharged from prison and have the full liberty of the town, while Martin who is sick and destitute continued in prison, and I most respectfully request that he may forthwith be released from prison, and sent to the US. Hospital as otherwise I shall be obliged to protest and refer the matter to my government.

I am respectfully

Your obedient servant.

Samuel J. Masters.

A28. Translations of the Governor's letters of September 1855

Military and Political Government of the Mariana Islands.

Sir:

I have received your communication of this date and in reply I say to you that, as I have before stated, in all Spanish dominions, where no greater law than Spanish rule, Consuls (even recognized as such) have no more authority than to protect and to help those of their own nation in matters solely commercial; such Consuls not being able

even to give judgement in mercantile matters between individuals of their own nations, and much less to interfere to question the Act of the government of the country.

It is thus Consuls, and therefore permission being conceded to you to reside here solely to lend aid to the sick of your nation who may be let here still greater is your error to wish to interfere in matters foreign even to the mission of a [Consul] seeing that you place me in the situation to give account of this to my government according to the determination that may seem regular.

Without prejudice to this I will tell you a proof of my most sincere desire of harmony and deference [to] yourself; it is that if the third mate, William R. Martin, has not remained on this island in the way this government believes, he has remained without any authority from this government and without complying with the requisites required by the laws and which in no particular can be violated and to do this I ought to believe that you can have no intention. No foreigners whether well or sick can disembark without the authorization of the government, and without complying with the legal requisites; therefore, either William Martin is in the same case with the rest of those left by Capt. Lawrence or he is a man who, violating the laws of the country, and of all civilized countries has remained here without the consent or authorization of the only government that could permit him to remain and it is not possible therefore to give him liberty, while he refused as he has neither to fulfil the requisites that our laws impose in order that a foreigner may remain.

God preserve you many years.

Agaña 25th September 1855.

Felipe de la Corte

...

Military and Political Government of the Mariana Islands.

Sir:

The third mate of the American whaleship **Jireh Perry**, William Martin, has remained on this island subject to Article 5th of the regulations of this port, he having been permitted by this government to go to hospital to which he was conducted from the prison, found abusing the indulgences, not only has he left the hospital, but having been ordered to remain in it, in the class of those imprisoned, he had not complied with this order, but has been found out of the Hospital.

I have the consideration thus to answer your communication of this date; being obliged to say in addition that consuls (even recognized as such) not having any political authority, but merely commercial, between individuals of their own nation, it will not be possible for me to admit here intervention in any matter that [may] not be of those belonging to your character, those interested being able to address this government in regard to other matters.

God preserve you many years.

Agaña 29th September 1855

Felipe de la Corte

To Samuel J. Masters,

Commercial Agent of the United States.

I hereby certify the foregoing to be a true translation of the original communication in the Spanish language.

Edward A. Edgerton

A29. Letter to the Governor, dated 3 October 1855

Commercial Agency of the United States of America for the Ladrone Islands
Agaña, October 3rd 1855.

To His Excellency the Governor

Don Felipe de la Corte

Sir:

I have the honor to acknowledge the receipt of your Excellency's communication of the 25th ult.

I am well aware according to the general instruction to Consuls and Commercial Agents of the United States that these officials with some exceptions are not invested with any diplomatic powers, but "if the case should require it, they may make application or a representation to the proper department of the Government where they reside stating exigency of the case, and that an application to the subordinate officers could not be made, or had proved ineffectual."

I am not aware I have ever attempted to exercise other powers, or to perform other duties than those prescribed by positive laws, or such as arise from the nature of my office, under the General Commercial Law of nations.

I respectfully claim the right, it being my duty according to the said instructions of my government, which in conformity with international law, recognized by all civilized nations "That whenever mutiny or any other offence against the laws of the United States shall have been committed on board any vessel of the United States, coming into any consular or commercial district (as was the case with the ship **Jireh Perry**) to take the depositions necessary to establish the facts, and to apply to the local authorities for means of securing the offenders while they remain in port and to provide the means of sending them to the United States for trial."

If these are among my powers and duties I respectfully represent to you that they do not appertain to the jurisdiction of this government. It matters not whether the offenders are American or foreigners so long as they are sailing under the American flag. All American vessels sailing upon the high seas are considered as occupying a part of the territory to which they belong, and it is the duty of Consuls or Commercial Agents to examine into the case of every offence so committed to send the accused to the United States.

It is the duty of the local authorities to keep the offenders in close confinement at the instance or request of the Consul or Commercial Agent until an opportunity offers to send them to the United States, the Consul or Commercial Agent paying all necessary expenses.

In case of the mutineers on board of the American whaleship **Jireh Perry** I gave a written request to the authorities of this island to have the two ring-leaders arrested and confined on shore until I could further investigate the matter; they were accordingly arrested and confined in prison, but instead of allowing me to investigate and examine the witnesses the authorities took the whole responsibility in their own hands without even extending to me the courtesy of an invitation or permission to be present during the trial or examination or even saying one word to me upon the subject; for which I think I have sufficient reason to complain of a usurpation of my powers and duties, or of a want of proper courtesy.

After finding that my request to the authorities as to my investigation of the matter was disregarded which I attributed to the interference and misinterpretation of the interpreter. I took no further notice of the proceeding until your arrival from Saipan, when I addressed you on the subject, enclosing a copy of my original communication supposing that you would discountenance the entire previous proceedings in which I regret to state that I was disappointed.

Capt. Lawrence and myself requested a counselor-at-law of the United States, who also acting as my secretary and interpreter¹ to be present during the examination by the authorities and likewise to inform us if incorrect interpretation was made by the Interpreter,² in whose interpretation you well know I have no confidence.

The said counselor-at-law was permitted to be present the first day but afterwards was insulted, the Interpreter speaking to him in a very insolent manner, and neither he nor Capt. Lawrence were permitted to be present during the subsequent proceeding as being contrary to Spanish Law, but I claim that this power and right is granted and guaranteed by the treaty of the United States with Spain in 1795, Articles 7 & 20.

I therefore respectfully request of you that the authorities of this island have violated the said treaty, in excluding Capt. Lawrence and his advocate and Interpreter.

It does not seem possible to me that Spain can make local laws inconsistent with her treaty stipulations.

If it is within my jurisdiction and is also my duty in accordance with international law, the treaties of civilized nations and the instructions of my government, I respectfully represent that it does not enter within the jurisdiction of the authorities of this island, to examine into offenses committed on board of American vessels upon the high seas nor to convict or punish the offenders, nor to send them to the United States for trial.

No Spanish or foreign authorities can legally and rightfully examine, convict or punish American seamen for offenses or crimes committed without the jurisdiction of the said foreign dominions.

As the representative of my government I am the only person here to examine into such offenses or to send the accused to the United States.

1 Ed. note: Not Van Ingen, but Edward A. Edgerton.

2 Ed. note: Captain John Anderson.

With regard to the Portuguese deserted from the said ship **Jireh Perry** whom you refused to send on board unless all the mutineers including the two ring-leaders were also taken on board which could not be done as you were well informed without endangering the lives of the Capt. and his officers and the safety of the vessel, I claim that this was a violation of Art. 13 of the Treaty of the United States and Spain of 1819.

It is true you gave Capt. Lawrence two natives of this island in place of those deserters and permitted him to ship others for which I am extremely obliged.

As regards the third mate, Wm. R. Martin, the treaty stipulations say that all shall be treated with humanity, but this I cannot say has been the case with Martin, still sick and confined in prison, who being discharged by the Capt. into my hands as a sick and destitute American seaman was by me interned as a regular patient of the U.S. Hospital in accordance with the Capt. paying the sum required by my government for sick seamen left in the Hospital.

The Physician of the Hospital, after an examination of Martin, states that he was unable to do duty on board the ship, and would be obliged for some months to continue a thorough course of medicine before he could be cured; this was a sufficient reason for him to refuse to go on board, for which alone he was imprisoned, having a free pass as prescribed by the regulations at that time and until he was discharged and regularly entered as a patient of said Hospital; and he therefore did not remain here subject to Art. 5 of the said regulations.

During the interview of Capt. Lawrence and myself with your Excellency it was strictly understood and agreed to by us all that the said Martin remained on the island a regular patient of the said Hospital and afterwards he was always considered and treated as a free man, nor was any notice or intimation given either to him or myself on the Hospital physician that he was considered otherwise than a regular patient of the said Hospital, until about two weeks after the vessel had left, when without notice or cause assigned to him, or myself or the Hospital physician at the time or thereafter he was suddenly arrested and still remains imprisoned.

It is presumed that you will not be unreasonable with them but will apply to me and allow me to correct any error committed by them especially if it be one of inadvertence, ignorance, omission, and also to remonstrate with them for trifling offenses which seamen are apt to indulge in. They require a guardianship over their conduct which I am instructed to maintain and expect to be sustained in by this government.

I have seen no evidence that Martin has transgressed the laws of this island, he came ashore with a regular pass and permission from the Capt., he was regularly discharged by the Capt. and placed at liberty and was entered by me as a regular patient with your knowledge and consent in my presence.

The Hospital patients received your permission to visit and reside in the City. I have stated in my previous communication (the said Martin being of course included) and the said Martin informs me that he was never ordered to confine himself to the Hospital, or to return to it, but on account of its situation of my knowledge and belief he has not committed any offense nor acted otherwise than in accordance with my advice and

consent and that of the Hospital physician. I am credibly informed that before the sailing of the said **Jireh Perry**, and after Martin had been discharged from the vessel and being then a regular patient of the U.S. Hospital, he was requested by the Government Interpreter to sign a paper obligating himself to do public labor work, upon the public roads, etc, which he then refused to do, declaring that he was a regular patient of the U.S. Hospital and was not obliged to sign such a paper.

This I respectfully represent to you as a violation of the first clause of Article 7 of the said treaty of 1705.

This paper was not insisted upon, nor referred to afterwards, nor any complaint or notice given to him or myself or the Hospital physician by the government, but suddenly and unexpectedly about two weeks afterwards he was arrested and is still imprisoned.

Always it has been and still continues to be my ardent desire to cultivate and maintain the most amicable relations and the most friendly feeling with this government and people, but this is an extreme case requiring my aid to a sick countryman and in accordance with the permission which you say in your communication has been granted me by this government "to render aid to the sick of my nation who remain."

The said Martin is a citizen of the United States, a regular patient of the United States Hospital for whose good conduct I am equally responsible with that of the other patients, he is sick, destitute and imprisoned but not charged with the commission of any crime, and even that which you allege against him is not his fault nor should he be held responsible or suffer for it.

In your communication no notice is taken of the said Martin's having remained here as a regular patient of the United States Hospital nor of my repetition of this fact in my previous communication.

Were it not for my Hospital physician sending him proper food and nourishment and attending upon him in prison, he must suffer severely but the unjust loss of liberty is the greatest injury to every true American. For which and for all damages which may result from the foregoing the Spanish Government will be held responsible by the Government of the United States, and I accordingly in the name of the United States of America protest against the same and shall refer the matter to my government.

I am respectfully

Your obedient servant.

Samuel J. Masters.

A30. The hurricane of 23 September 1855

To His Excellency

Don Felipe de la Corte

Governor, etc.

Sir:

Having been visited on the 23rd ult. with a hurricane which demolished the greater part of the town, and rendered the house in which I reside nearly uninhabitable; and the

natives having had sufficient time to repair their own damages; I now respectfully request you permit me to employ four or five masons to repair temporarily the roof of the consulate of the United States.

Agaña, Guam 3th Oct. 1855.

I am very respectfully
Your obedient servant.
Samuel J. Masters.

A31. Translation of the Governor's answer

Mr. Samuel J. Masters
Agaá, 5th October 1855

My Dear Sir:

The landlady of the house in which you reside has the same right as the rest of the housekeepers of the City to repair her house.

I have the pleasure thus to answer your polite note of this date and to repeat that, I am respectfully,
Your obedient servant.
Felipe de la Corte

I hereby certify that the foregoing to be a true translation of the original communication in the Spanish language.

Ed. A. Edgerton,
Interpreter.

A32. Masters wants to employ Edgerton

Consulate of the U.S. on Guam,
Agaña 3rd Oct. 1855.
His Excellency Don Felipe de la Corte
Governor of the Mariana Islands.

Sir:

I would respectfully inform your Excellency that I have appointed Edward A. Edgerton, Esq. a citizen of the United States as my Interpreter and my secretary, his assistance being necessary to me, and request that you will give him permission to remain in this island, I being responsible for his good conduct while he remains on the island.

I am very respectfully
Your obedient servant.
Samuel J. Masters.

A33. Translation of the Governor's answer

Military and Political Government of the Mariana Islands.

Sir:

It is not possible to grant or accede to that which you have declared in your communication of day before yesterday which I answer with regard to Mr. Edward A. Edgerton.

I request you at the same time to abstain from using in documents the title and devices of a consulate, which yet is not authorized by the Spanish Government, not being able for my part to continue giving reception to any document in which are found such devices or titles.

God preserve you many years.

Agaña 5th October 1855.

Felipe de la Corte

[To] Mr. Samuel J. Masters,

Commercial Agent of the United States.

A34. Masters wants to leave the island

Commercial Agency [sic] of the United States of America
for the Ladrone [sic] Islands.

Agaña 6th October, 1855

To the Govenor

don Felipe de la Corte, etc.

Sir:

I have the honor to acknowledge the receipt of your communication of yesterday wherein you refuse to allow Mr. Edward A. Edgerton to remain upon this island as my secretary and interpreter.

I have therefore for this and other discourteous acts, including the cases of the mutineers on board American whaleship **Jireh Perry** and the case of the third amte Wm. R. Martin, a patient of the United States Hospital now unjustly imprisoned, to demand my passport to leave this island by the first opportunity and respectfully inform you that all official business between us is suspended from this date.

I have also to request passports for my Hospital physician, Dr. H. H. Beals, and E. A. Edgerton, Esq., my secretary and interpreter; and also for the following named seamen, patients in the U.S. Hospital, B. H. Swain, Levi Miriam, and George Miller.

For which, and for all damages which may result from the foregoing the Spanish Government will be held responsible by the Government of the United States, and I accordingly in the name of the United States of America protest against the same and shall refer the matter to my government.

I am very respectfully

Your obedient servant.

Samuel J. Masters.

A35. Passport issued, but Masters still bothers the Governor

Agaña 22th October 1855

To the Governor, Don Felipe de la Corte

Sir Governor:

I have the honor to acknowledge receipt of your communication of the 9th inst. enclosing my passport, desired by me in my communication of the 6th inst. and respectfully inform you that I shall avail myself of the first suitable opportunity to leave this island with my fellow countrymen.

In your communication you state that I may have other reasons than those stated for wishing to leave this island, it is true that I have many others, among which I will state the following but this is not officially, for as it was a matter of courtesy, perhaps I had no right to demand it.

I requested from you permission to engage a few masons to repair temporarily the roof of the house in which I reside, which has continued uninhabitable since the hurricane of the 23rd ult. This you did not exactly refuse but in effect it was same, and the permission was not granted.

I can say without fear of contradiction that had you been similarly situated in any port of the United States of America, as a Commercial Agent of Spain, or even as foreigner exposed to the inclemency of the weather, without a roof to protect you, and forced to remain in teh same shelterless condition, you would not have been obliged to ask and much less to ask in vain the permission of the government to make a temporary roof or shelter for your protection, but of their own accord and without delay the authorities would have offered you the best accommodations that place afforded and every possible assistance.

I am very respectfully

Your obedient servant.

Samuel J. Masters.

Editorial comments.

Masters continued to act as a would-be consul, taking depositions and using the services of Edgerton. When U.S. whalers visited Guam that winter, Masters did not leave the island aboard them either, thus disregarding the promise he had made of leaving at the first suitable opportunity. Meanwhile, he wrote two more letters, this time to the U.S. Secretary of State, as follow.

A36. Letter dated Agaña 22 November 1855

Consulate of the U.S.A. for the Ladrone Islands

Agaña, Guam Nov 22, 1855

Hon. Wm. L. Marcy

Secretary of State

Washington, D. C.

Sir:

I have the honor to inform you that the U.S. sloop-of-war **Vandalia**, Commander Hope, arrived at this island on 6th July last, with instructions to confer with me and investigate the alleged charges made against the late Governor of these islands, Don Pablo Perez.

Commander Pope and myself, after a very voluminous and unnecessary correspondence with Don Felipe de la Corte, the new governor who arrived here last May succeeded in having an interview with him. He demanded to know by what authority we acted in this matter and whether we had special commission to settle this matter.

I informed his Excellency that I had no power to settle the alleged charge that I was merely instructed by my government to investigate the matter, and report to my government if the facts be as they are represented.

Commander Pope took copies of all the correspondence which has probably before this reached the department.

We could not obtain any direct testimony to corroborate those portions of the depositions of the captain, crew, and passengers of the wrecked bark **Sarah Mooers** which reflect upon the character of the late governor Don Pablo Perez from the fact that many of his own countrymen, together with the resident priests of this island, had filed charge against him, it is said of the most diabolical character, which the present governor was instructed by this superior government to investigate as well as the alleged charges made by Americans.

But through the influence and money of the ex-governor, Don Pablo Perez, but few of the former charges could be sustained and much less the latter where foreigners were concerned.¹

At the same time I am inclined to believe that most of the alleged charges made by captain, crew, and passengers of the bark **Sarah Mooers** are true.

You will notice from the enclosed copies of correspondence with the current Governor Don Felipe de la Corte that he is following in the footsteps of his predecessor by usurping an unjust, cruel and arbitrary power to the oppression and unwarranted imprisonment of American seamen without assigning any just cause or excuse whatever.

He still insists upon [his] right to flog American seamen at the public whipping post upon infringement of the local regulations of the islands.²

Such abusive and arbitrary treatment which is habitual with the Governor of these islands ought not to be tolerated by any free and independent government, nor do I think that I, as Consul of the United States, can quietly submit to this without compromising the honor of our flag and the dignity of our nation.

The American clipper whaleship **Jireh Perry**, Captain Lawrence, of New Bedford, arrived at Guam early in August last, with nearly his whole crew in a state of mutiny, many of whom were Portuguese, shipped at the Sandwich Islands. It seemed from Cap-

1 Ed. note: Masters could not possibly have obtained proof of such corruption; it is obviously malicious and based on hearsay at best.

2 Ed. note: There never was a public whipping post at Agaña; flogging took place inside the jail.

tain Lawrence's statement, confirmed by testimony of the 1st, 2nd, and 3rd officers together with the logbook of the ship, that the crew had the entire control of the vessel for the last three months, that they would not lower the boats to kill whales, only when it suited their convenience and that Captain Lawrence was obliged to abandon the whaling ground and lose the whole season.

Captain Lawrence was of opinion that if I would take out of the ship the two ring-leaders who were Portuguese he could manage the rest.

As regards the subsequent proceedings in this and other matters leading finally to my protest and demand of passport as well as of all my fellow countrymen on the island, I respectfully refer you to the enclosed copies of my correspondence.

I would call attention to the Governor's communication Nos. 19 and 21 wherein he declares that [even] if I had my *exequatur* he could not allow me to interfere in these cases, which he says are foreign to the mission of a consul.

I also beg leave to refer you to my letter to the governor N° 24 and to his communication in answer N° 25 in which he most emphatically (and without assigning any reason or apology for so doing) refuses to permit E. A. Edgerton, an American citizen and lawyer to remain on the island as my secretary and interpreter, I holding myself responsible for his good conduct and he being, as I feel fully authorized in saying, in every respect an unexceptional person, this is certainly a gross outrage.

At the same time the governor grants permission to other foreigners and other of law character to remain upon the island, and has recently granted, as I am creditably informed, a Balbi, an Italian of low character who has been here but a few months, permission to import one hundred Chinese as laborers, in this connection I would remark that I have been informed of the discovery of gold and other mines here, but I do not know what confidence, if any, to place in the statement.

His Excellency the Governor, Don Felipe de la Corte, as nearly as I can judge, took offence at the sloop-of-war **Vandalia** visiting this island on the errand she came, and since she left the Governor together with some other officials of the government have refused to extend towards me proper courtesy or becoming civility such as is due to the representative of a foreign nation, while I have treated all with the utmost uniform courtesy and have abided my time knowing that the almost solitary and alone (there being not two other American residents on the island) with a jealous, exclusive, and tyrannical government at a distance of so many thousands of miles from my own country, still that I was the representative of a free and independent nation of sufficient power and spirit not to allow the honor of her flag to be sullied on the dignity of the nation to be insulted or the person of any of her citizens, much less of a representative.

The government of this island is emphatically an iron rule, not only over the natives, but it is desirous of extending the same treatment over myself and all Americans and foreigners, seeking by usurping all power to have an arbitrary will absolute, and to prevent if possible any foreigners or foreign power from here gaining a foothold.

Whilst the **Vandalia** was here I gave Commander Pope and his officers an official party and ball, the governor attended in a plain citizen's dress while his other officials and the American officers were in full dress uniform.

A typhoon or hurricane passed over this island on the 23rd September last destroying or unroofing nearly the entire town, and rendering the consulate building almost uninhabitable. To my request (after ten days forced delay without proper shelter and allowing sufficient time for the natives to repair their own damages) for permission to employ the workmen necessary to repair the roof of the building, an evasive answer was returned, which if not a refusal amounted in fact to denying the necessary aid thus leaving me exposed to the inclemency of the weather in the midst of the rainy season, for particulars I respectfully refer you to Nos. 22, 23, and 30 of enclosed correspondence.

The governor appears desirous of driving me from the island and if rendering me powerless by this presumptuous interference with matters which came strictly within my province.

While the existing circumstances continue I cannot perceive that I can be of service to my countrymen though they might be in the greatest need of the assistance of a consul.

I have therefore suspended as I deemed it my duty to do all official communication with the governor, and have demanded and received my passport to leave the island by the first opportunity.

There are but few suitable opportunities of leaving the island and intercourse with other countries is so uncertain and circuitous that I find it almost impossible to negotiate my consular draft, or even private bank drafts at any discount, in order to meet the necessary hospital and other expenses.

I have enclosed our consul at Hong Kong, General Keenan, a copy of all my correspondence with this government, to submit to the consideration of our commissioner for China, Hon. Robert M. McLane and Commodore Abbot of the East Indian Squadron with a request that one of our ships of war may come as soon as is practicable to my relief.

If it is found necessary or advisable by Com. Abbot to await advice from home, before proceeding in this matter, I shall leave for Hong Kong, and remain there subject to the instructions of my government.

I trust that my experience and prudence as a Consul are well known to the State Department and as I can see no other course for an American Consul to pursue, I fully rely on being sustained by my government in the one I have taken.

In which case I would take the liberty most respectfully of suggesting the propriety or demanding the recall of the present Governor Don Felipe de la Corte,¹ the appointment being made by the Captain General at Manila and confirmed by Spain.

1 Ed. note: Imagine the audacity of Masters. His true character must have been recognized as such in Washington.

From the numerous insults and presumptuous interference I have received from the interpreter of English for the government, John Anderson, whom I regard as a government spy and who holds several other situations, and from the want of confidence in him, of which I have officially notified the governor, I feel as though his removal should be insisted upon.¹

I beg leave respectfully to call your attention to the disposition of William R. Martin, the third mate of the American whaleship **Jireh Perry**, who while a patient of the US. hospital was without cause tyrannically imprisoned for some weeks, and finally released after my continued interposition and protest in his case.

In connection with this I also refer to the 5th article of the enclosed copy of port regulations and to the depositions of Dr. H. H. Beals, the hospital physician, and of Edward Edgerton, my secretary and interpreter, and educated lawyer of New York, late of San Francisco, and a pioneer of California and Japan,² He could not have been a pioneer of any kind there at all. the only resident Americans on the island besides myself. The facts therein are set forth. I know it to be true.

In case our difficulties with Spain are not settled and a war should occur, I would strongly recommend that this island should be at once taken possession of, as it is a very favorite port for the whaling fleet to visit; otherwise [they would] become prizes before being aware of the war.

These islands are rich and beautiful with commodious harbors, the population of Guam is about 9,000 three-fifths of whom are women and children, the capital, Agaña, contains 6,000 inhabitants, with many fine public and private buildings, the arsenal contains 2,000 stand of arms and twenty or thirty small cannon. The two forts in the town are dismantled and have no guns, if they had they would be of but little account.

The fort that commands the harbor at Apra has five or six brass guns mounted. There are not to exceed 400 persons upon the northern islands of this group, 300 of whom are natives of the Caroline Islands. The government has 50 soldiers at Agaña and almost daily drill companies of the natives which amount to about 300 men.

I trust the exigency of the case will excuse and justify the length of this despatch.

Very respectfully,
Samuel J. Masters,
U.S. Consul.

A37. Last letter sent from Guam by Masters, dated 6 February 1856

Consulate of the U.S. of America
Guam, Ladrone Islands,

1 Ed. note: Guess who was the read spy? See his notes at the end of this letter.

2 Ed. note: Edgerton was simply a traveller and adventurer. He could not have visited Japan before 1853, possibly with Perry's first voyage there, and travelled to Guam aboard the Caroline E. Foote and departed aboard the E. L. Frost.

February 6th 1856

Hon. W. L. Marcy

Secretary of State

Sir:

Since I had the honor to address to you my despatch N° 8 including all my recent correspondence with the governor of this island, I have not had a suitable opportunity of leaving for Hong Kong until within a few days, I have therefore continued to receive the papers from American vessels until I hear from Hong Kong whether it is possible for one of our ships of war to come to my relief. My Hospital Physician has made arrangements with the governor of this to receive the sick and destitute American seamen and provide for them, I holding myself responsible for their ordinary expenses.

I have also forwarded to you duplicate copies of my despatch N° 8, which I fear were not numbered, if not it was through the inadvertence of my secretary whom the governor caused to elave the island immediately in one of two vessels then lying in port, one bound from Manila to San Francisco. I advanced my Secretary the necessary funds to enable him to and he left for Hong Kong, via Manilla as the bearer of my despatches to our consul at Hong Kong, Gen. Keenan, and the State Department.

The governor of this island still continued to pursue an unjust, cruel, and arbitrary power to the oppression of American seamen as well as all foreigners he does not appear to show any partiality towards British subjects.

You will allow me to mention one instance, Capt. Wm. Brier, late master of the BRitish Bark **Invincible** wrecked a few weeks since upon a reef opposite the town. There being no British Consul at this port he applied to me to note and extend his protest which I at first declined to do saying that I did not wish to deprive the governor of any fees. Capt. Brier then said that he would note his protest before us both for he had no confidence in the governor's experience in noting and extending a protest at the same time he wished to make friends with him.

I extended the hospitality of my house to Capt. Brier which he felt obliged to accept. When Capt. Brier was about to leave for Hong Kong the governor demanded him to pay \$20 for the protest which the governor had not extended from his own private purse which Capt. Brier at first refused to do savying that the governor had in his hands over \$1,000, the net proceeds from the sale of the wreck of his vessel which the governor refused to pay over to him. The governor said [that] if he, Capt. Brier, did not forthwith pay him the \$20 he would send to my house and seize his clothes and dispose of them at public auction and if they not being the required sum he would put him, Capt. Brier, in prison. The amount was paid and Capt. Brier left for Hong Kong.

The governor has recently taken six seamen out of American ships for mutinous conduct and saying his time of service had expired, the governor takes upon himself the responsibility to examine in in all offenses committed on board American vessels upon the high seas, and claims it as a right to hear complaints of seamen(?) them rightes(?), he tries all cases of mutiny committed on board American vessels and imprisons the men whilst the vessels are in port and compels the master to pay all expenses, but as

soon as the shps sail sets them at liberty. These recent acts apply more particularly to Portuguese seamen regularly shipped on board of American vessels. Having no secretary to copy my despatches you will excuse a few interlineations.

I have the honor to be,
very respectfully,
Your obedient servant.
Samuel J. Masters,
U.S. Consul.

Documents 1855B

The administration of Governor de la Corte

General sources: Agaña archives (in 1900) and Safford's Transcripts and Notes, now in LC Mss. Div.; cited in B&R 53: 387-189.

B1. Introduction to his term of office, 1851-1855

Source: Safford's Notes, pp. 359-377.

May 16, 1855.—Don Felipe María de la Corte, Lieutenant Colonel with rank of Captain of Engineers, becomes Governor in place of Don Pablo Perez whom he relieves.¹ I have a copyu of some of Don Felipe's correspondence with the Captain General, in which he makes certain regular reports, and suggests certain things for the improvement of conditions in the islands.

Among the regular communications are the following:—

A **list of the gobernadorcillos** of the villages, elected by the people, annually, asking that their appointments may be confirmed by the Captain General.

A **list of vessels** visiting the islands during the year, their nationality, name of their captains, whence they come, &c.

The amount of money received for **gun licenses**, &c. (very small).

An annual **census** at the close of the year, showing the general condition of the population, its increase or decrease by villages, relative proportion of males & females, infants, adults and old people, also the "territorial wealth," statistics as to crops, domestic animals, &c.

Reports of **earthquakes, hurricanes, & epidemics**, giving a detailed account of the resulting damages, loss of life, &c.

Acknowledgment of the **receipt of all official communications**, together with the report of the publication of all **decrees, edicts, and orders**, and of the carrying out of their provisions, such, for instance, as the celebration of the birthdays of royal personages, memorial services for dead officials, and proceedings of all **residencias**, or courts of inquiry, at the end of the administration of each governor; also a report of the dis-

¹ Ed. note: He has taken his oath of office at Manila on 15 March 1855 and came to Guam aboard the ship Consuelo.

tribution of supplies, money, &c. sent for the relief of sufferings from earthquakes, hurricanes, floods, famines, and epidemics.

Reports of the arrival of all government officials and of their departure.

Reports of the **foreigners living in the islands**. (It was the policy of the government to permit none to live in the islands unless they married there or became "radicados" [i.e. put down some 'roots' there].)

Estimates of work proposed for constructions of buildings, &c.

Report of **work done on roads, bridges and other public works**.

Information concerning the movements of **Protestant missionaries** in Micronesia, extracts from the "Friend," a missionary publication printed at Honolulu.

Among the suggestions made by Don Felipe were the following:—

The establishment of a **coaling station on the island of Yap**, one of the Caroline group.

Sending the mail from Manila to Honolulu in care of some responsible agent, who could forward it to Guam by the whaling vessels. A whole year passed after Don Felipe assumed charge of the government before any communication was received from Manila.

Reform of the College of San Juan de Letran, an institution for the education of native boys, endowed by Maria Ana de Austria with an annual income of 3,000 pesos a year, most of which went for feeding and clothing the boys and the priest in charge. He said that proper attention could not be given it by the parish priest of Agaña, who was the Vicar of the islands and was too much occupied by his legitimate duties to do justice to the college. Don Felipe recommended that a rector of the college should be appointed other than the priest of the parish.

May 16, 1855.—Don Felipe María de la Corte relieved Don Pablo Perez as Governor of the Marianas. He was a man of education and intelligence. He afterwards wrote an interesting memoir on the island; *Memoria descriptiva e histórica de las Islas Marianas* published in the *Boletín del Ministerio de Ultramar*, 1875. In the Archives there is an "Informe sobre el estado militar y defensivo de las Islas Marianas, por Don Felipe de la Corte, su Gobernador en 1855." For other projects of De la Corte, see the *Memoria* of Olive, page 12. He proposed the removal of the capital from Agaña to the port of Apra; and in order to increase the population, which during the second year of his administration had been reduced nearly one half by the small-pox, he suggested immigration, going into details of the advantages and disadvantages of the introduction of white immigrants, Malays, and Chinese, inclining to a mixture of the latter and an equal number of male Caroline Islanders, and double the number of female Caroline Islanders, one half of which he would marry to the Chinese. As a matter of fact, some of the most thrifty and well-to-do inhabitants of Guam today [1900] are children of Guam women by Chinese husbands. And here as in all parts of the world, especially in Hawaii, where I have noticed them the Chinese make excellent husbands and fathers,

and are sober & industrious, providing well for their families and idolizing their children.

The importation of Chinese convict laborers.

The formatinm of a **military company out of Filipino convicts** whose offenses had not been grave, and their employment during a certain part of each week in public works, alternating with their military duties.

That the **priests** of villages be **compelled** to perform their **duties**, forcing them to say mass at intervals in villages under their charge. This resulted from the fact that certain priests were entrusted with the care of two villages at some distances from each other, as Inarajan and Merizo, Umata and Agat, and instead of saying mass in each of the villages under their charge they forced the people, many of whom were old and infirm, to go to the other village than that in which they lived to hear mass. And when they did go to the other village themselves, they required natives to carry them in a hammock sprung on a pole.

The establishment of some sort of a fund for survivors of shipwrecks.

That the **education** of the natives be **limited to the merest rudiments**, to avoid their acquiring a superficial knowledge of the more advanced branches, and consequent pretentions on their part. He says that people who have a smattering of learning and who think themselves men of education give the authorities more trouble than any other class and are a disturbing element among the natives.

That **no foreign diplomatic representatives be permitted** to establish themselves in the island of Guam, and that if such come here, it shall be with the understanding that their duties be merely of a commercial nature. (This was in consequence of the behaviour of the United States Commercial Agent, Masters, who was never given his *exequatur*, but assumed the functions of Consul and took it upon himself to issue permits, &c. in violation of the laws governing Spanish provinces. He was given his passport, but in spite of that would not leave the island, and continued exercising the said functions. It was not until he had committed himself, by assaulting an American sea-captain that the Governor found an excuse to order him to leave the island, the Governor getting "real satisfaction upon his departure, given that Mr. Masters' character and conduct had been a continual source of unpleasantness and predicaments for his government.")

That **no foreign commercial houses** be permitted to establish themselves in the islands. This was in consequence of the trouble caused by Van Ingen, who came here ostensibly as the secretary of Masters, whom he said he had known since 1853, when he was a "ragged and humble supplicant for the position of custom-house guard in Honolulu;" but whose real object was to establish a house here for the sale of naval stores. His troubles with Masters, which the Governor was called upon to settle, threatened to lead to international complications, on account of Van Ingen leaving the island while his goods were attached, failing to account for them to Thos. Spencer & Co. of Honolulu, from whom he had gotten them, on account of their alleged seizure by the Governor of Guam.

That a **skilled physician be appointed** for the care of the natives, the Irish surgeon, William George, then on the island not being a graduate of a medical college nor possessing the attributes required of a doctor in a civilized community. (This recommendation was in consequence of the terrible epidemic of small-pox on the island, during which Don José Herrero who assisted George at the time told me that there were no medicines, and that the only thing they did for the patients was to purge them with salt-water.)

That the **natives be frequently vaccinated**. The virus he had frequently became worthless. Vaccination had been carried on for years before the appearance of small-pox here. The Captain General had sent orders concerning measures to be taken to guard against its introduction. Whole villages were wiped out by it; in some places nobody was left to bury the dead.

B2. Index to his official correspondence, 1855-56

Original text in Spanish.

3 Junio 1855 Dando parte que en la Ysla de Agrigan hay algunos individuos de Sandwich y blancos los cuales viven independientes de todo Gobierno. Asi mismo que en la Ysla de Ascension se han establecido varios Misioneros Americanos ó Franceses.

4 Junio 1855 Dando cuenta de la necesidad de hacer venir alguno de los vapores menores y proponiendo para ello la formación de un establecimiento en la Ysla de Yap.

4 Junio 1855 Remitiendo el testimonio y copia de la solicitud del medico Doctor Americano H. H. Beals para permanecer en esta Ysla.

4 Junio 1855 Transcribiendo el oficio del Rdo. Padre Rector del Colegio de esta Ciudad sobre el situado de dicho Colegio.

5 Junio 1855 Dando parte sobre la escases de brazos para la agricultura de este Pais y suplicando que se remitan à estas Islas algunos Chinos de los que hay en las Carceles de la Provincia de Tondo.

5 Junio 1855 Yd. de haber dado de baja al Maestro Armero Don Joaquin Perez y haber nombrado à Vicente Perez interinamente hasta la aprobacion del Superior Gobierno de Filipinas.

7 Junio 1855 Haciendo presente que en el deposito de viveres de estas Islas existian todavia unos 500 cavanos de Palay que conviene vender.

*15 Junio 1855 Dando parte de la llegada de la Goleta **Secreto** conduciendo quince naufragos de la Fragata Americana **Juan N. Gosler** que se perdio à 150 millas al N.E. de Saypan.*

*18 Junio 1855 Yd. que se embarcaron en la Fragata Francesa **Benjamin**, doce de los naufragos arriba indicados y que los tres restantes se han quedado por enfermos.*

*Dando [parte] que el Agente Comercial de los Estados Unidos hizo embarcar en la Fragata **Benjamin** tres Americanos que habia aqui enfermos sin orden ni conocimiento de este Gobierno.*

*23 Julio 1855 Yd.—Dando parte que llegó al Puerto de Apra la corveta Anglo Americana **Vandalia** de 200 hombres de tripulacion, su Comandante Mr. Juan Pope.*

23 Junio 1855 Yd. de la construccion de una pequeña embarcación, capaz de hacer travesias entre estas Yslas.

23 Junio 1855 Se piden doce cornetas, y un Maestro capaz de enseñar á tocar este instrumento.

23 Junio 1855 Remitiendo un testimonio del expediente instruido en esta Provincia para la construccion de la Casa Parroquial del Pueblo de Ynarajan.

*1º Sept. 1855 Dando parte que la Goleta Anglo Americana **Caroline E. Foote** ha estado algunos dias en el Puerto de Apra con siete pasajeros procedentes de Japon y que de ellos quedaron tres, el uno para restablecer su salud, y los otros dos para dirigirse en primera ocasion á la Capital de Manila.*

*1º Sept. 1855 Yd. que se quedó en tierra un marinero Juan Kigard [rather Richard?] que desertó en el mismo dia de la salida de este Puerto de la corveta Anglo Americana de Guerra **Vandalia**.*

3 Sept. 1855 Ydem, de salir en esta fecha á visitar las Yslas de Saypan, Tinian y Rota.

19 Sept. 1855 Se transcribe el oficio del Cura Parroco de esta Ciudad sobre los cantores y sacristanes de su Yglesia.

20 Sept. 1855 Se da cuenta de la visita practicada á las Yslas de Tinian y Saypan y se propone establecer un Curato en ellas.

25 Sept. 1855 Dando parte del fallecimiento del Sargento Mayor Don José Blanco y acompañando las diligencias de Ynventario de los bienes y muebles que dejó y proponiendo que no se cubra su venta con oficiales de Estado mayor de Plaza.

25 Sept. 1855 Dando parte del Baguio de 23 de Septiembre último.

*25 Oct. 1855 Dando parte del fallecimiento del primer Piloto George B. Moore, el marinero Eduardo Jambet de la Fragata Anglo Americano naufragada **Juan N. Gosler**.*

25 Oct. 1855 Yd. de haber fallecido Santiago Wilson, Yrlandes radicado en esta Ciudad.

26 Oct. 1855 Remitiendo un ejemplar del contrato celebrado entre el Capitan Mr. George Lawrence y varios naturales de esta Ysla, y avisando haver consentido al embarque de estos Yndividuos, por hallarse comprometidos ya al embarque.

30 Oct. 1855 Haciendo presente la mala practica establecida por mi antecesor de permitir desembarcar y residir Anglo Americanos por la exclusiva autorizacion del Agente Comercial de su nacion á quien se le ha espedido su pasaporte.

17 Nov. 1855 *Comunicando aqui una tal Maria Leonarda, sentenciada por esa Real Audiencia pidiendo se determine si debe ó no ser comprendida la gracia de indulto concedido por S.M. en 27 de Enero de 1854.*

22 Nov. 1855 *Yncluyendo con informe la solicitud del Padre Fr. Vicente Acosta sobre renumeracion de Gastos que le ha causado la administracion interina del pueblo de Agat.*

24 Nov. 1855 *Haciendo saber que Don Guillermo Martin Anglo Americano contrajo matrimonio con Doña Carmen Calvo hija del Administrador de Hacienda de estas Yslas y ha embarcado con su esposa en el Buque de su mando.*

24 Nov. 1855 *Acompañando la informacion instruida sobre la conducta observada por mi antecesor en el mando de estas Yslas con varios Americanos naufragos de la Barca **Sarah Moores** y que fueron socorridos y favorecidos en todo lo que exigia su situacion desgraciada.*

24 Nov. 1855 *Participando que sin embargo de las contestaciones habidas con Mr. Samuel J. Masters, Agente Comercial de los Estados Unidos y de tener en su poder su pasaporte continua actuando como Consul.*

1º Dic. 1855 *Participando haber autorizado al Pueblo de Merizo para que haga cerca de la autoridad eclesiastica las gestiones necesarias para cambiar el Santo Patrono de aquel Pueblo.*

11 Dic. 1855 *Acompañando el expediente relativo à la ocupacion de la Peninsula de Orote por Don Silvestre Palomo y Don José Torres.*

12 Dic. 1855 *Yd. un expediente promovido por Mr. Josiah S. Van Ingen natural de los Estados Unidos en solicitud de establecer en esta Capital una Casa de Comercio de efectos navales.*

15 Dic. 1855 *Abiendo haber concedido permiso à Don Francisco Tudela para pasar à Manila, y regresar en primera oportunidad.*

15 Dic. 1855 *Consultando al Superior Gobierno para que si es posible vengan à lo menos un Capitan ó Teniente de Ynfanteria en remplazo del Sargento Mayor que ha fallecido, un Sargento Europeo para instruir, un Cabo de cornetas con 12 id. de estas, y un tambor con doce Cajas de guerra.*

15 Dic. 1855 *Proponiendo que la moneda de cobre llamada cuartos culireis se baje al precio de 20 cuartos por un real.*

16 Dic. 1855 *Devolviendo las 4 piezas de antecedentes sobre la residencia de Don Pablo Perez.*

17 Dic. 1855 *Dando parte de haberse embarcado Mr. Eduardo A. Edgerton en la Goleta de los Estados Unidos E. L. Frost para Manila.*

17 Dic. 1855 *Yd. que se ha embarcado Don Pablo Perez con su esposa para Hong Kong.*

18 Dic. 1855 *Devolviendo con informe el expediente promovido por varios Curas Parrocos de estas Yslas sobre falta de fondos con que atender al culto en sus Yglesias.*

29 Dic. 1855 Remetiendo la solicitud del Pe. Fr. Pedro de León del Carmen sobre abonos de gratificación por administrar Ynterinamente al Curato de Merizo.

29 Dic. 1855 Acusando recibo de la circular de 19 de Marzo de 1853 referente à que los Curas Parrocos den conocimiento de palabra ó escrito al Jefe de la Provincia y consultando sobre ella.

*7 Enero 1856 Dando parte de haber entrado en la barra de esta Ciudad la Barca Ynglesa **Invencible**.*

8 Enero 1856 Pidiendo se remitan los títulos de Gobernadorcillos y demas ministros de Justicia para todos los pueblos de estas Islas incluso la de Rota para el presente año.

*12 Enero 1856 Sobre el naufragio en los arrecifes de la Bahía de esta Ciudad de la Barca Ynglesa **Invencible**.*

5 Febrero 1856 Participando haber fallecido el Rdo. Cura Parroco del pueblo de Ynarajan Fr. Pedro de León.

7 Febrero 1856 Participando sobre desabencias y palos dados à Mr. Norton por Mr. Samuel I. Masters Agente Comercial de los Estados Unidos.

7 Febrero 1856 Consultando sobre el modo de promover la concurrencia de los Buques Balleneros à esta Ysla, desentendiendose de los disgustos entre los Capitanes y tripulaciones de estos Buques.

*8 Febrero 1856 Dando parte del incendio de la Barca francesa nombrada **Asia** en el Puerto de Apra.*

*17 Marzo 1856 Dando parte sobre la llegada del Bergantin **E. L. Frost** de los Estados Unidos y traia à su bordo pasajeros naturales de esta Ysla con la enfermedad de viruela venido de Manila.*

4 Abril 1856 Remitiendo un analisis de las cuentas de las Haciendas de Tinian y Saypan correspondientes al año proximo pasado de 1855 y proponiendo se tome para la Real Hacienda solo el 10% de los productos liquidados de ellas.

14 Abril 1856 Remitiendo una instancia presentada por José de los Santos Portugues en solicitud de permiso para naturalizarse y contraer matrimonio en estas Islas.

*21 Abril 1856 Participando haberse embarcado con destino à la Capital de Filipinas al 2º oficial Mr. Charles Hathaway y à los marineros Carlos Fournier y Augusto Latour naufragos en la Barca **Asia** quemada en el Puerto de Apra.*

*21 Abril 1856 Participando que el contagio de la Viruela introducida con la Goleta Americana **E. L. Frost** en esta Ysla sigue pero lentamente.*

Translation.

3 June 1855 Reporting that in the Island of Agrigan there are some persons from the Sandwich Islands and white men who live there independently of any government. In addition, in the Island of Ascension [Pohnpei] some missionaries, American or French, have established themselves there.

4 June 1855 Reporting the need for one of the smaller steamers to visit and proposing that an establishment for it¹ be created at the Island of Yap.

4 June 1855 Remitting the case file and copy of the request of the American Doctor H. H. Beals to remain in this Island.

4 June 1855 Reproducing the letter from the Rev. Father Rector of the College of this City regarding the subsidy of said College.

5 June 1855 Reporting on the scarcity of agricultural workers in this country and begging for the remittal to these Islands of a few Chinese from among those in the prisons of the Province of Tondo.

5 June 1855 Reporting that the Master Gunsmith, Don Joaquin Perez has retired and was replaced by Vicente Perez, on an interim basis until approved by the Superior Government of the Philippines.

7 June 1855 Reporting the situation in the food warehouse of these Islands where there still exist about 500 cabans of rice that should be sold.

15 June 1855 Reporting the arrival of the schooner **Secreto** with 15 shipwrecked sailors from the U.S. whaler **John N. Gosler** which was lost 150 miles to the N.R. of Saipan.

18 June 1855 Reporting that 12 of the above-said shipwrecked sailors have boarded the French whaler **Benjamin** and that the three remaining sailors have remained on account of sickness.

[18 June 1855] Reporting that the Commercial Agent of the United States has placed aboard the whaler **Benjamin** three Americans who had remained here on account of sickness without an order or consent of this Government.

23 July 1855 Reporting the arrival at the Port of Apra of the U.S.S. **Vandalia** with 200 crewmen, her Captain Mr. John Pope.

23 June 1855 Reporting the construction of a small vessel, able to make voyages among these Islands.

23 June 1855 Requesting 12 horns, and a Master Musician to teach how to play this instrument.

23 June 1855 Remitting a case file created in this Province for the construction of a Parish House in the Town of Inarajan.

1 Sept. 1855 Reporting that the U.S. schooner **Caroline E. Forte** spent a few days in the Port of Apra with seven passengers coming from Japan and that three of them have remained here, one of whom to recover his health, and the two others to go on to the Capital of Manila at the first opportunity.

1 Sept. 1855 Reporting that one sailor named John Kigard [Richard?] deserted from the schooner U.S.S. **Vandalia** the same day that she left this port and has remained ashore.

3 Sept. 1855 Reporting having departed on this date to visit the Islands of Saipan, Tinian and Rota.

¹ That is, a coal depot.

19 Sept. 1855 Reproducing the letter of the Curate of this City regarding on the choir boys and sacristans of his Church.

20 Sept. 1855 Reporting on the visit carried out to the Islands of Tinian and Saipan and on the proposal to establish a curate in them.

25 Sept. 1855 Reporting the death of the Sergeant Major, Don José Blanco, and forwarding the measures regarding the Inventory of the property and movables that he left and proposing that their sale by the staff officers of this Garrisono not be taxed.

25 Sept. 1855 Reporting on the Typhoon of 23 September last.

25 Oct. 1855 Reporting the death of the First Mate George B. Moore, and that of Edward Jambet [Lambert?], sailor, from the shipwrecked U.S. whaler **John N. Gosler**.

25 Oct. 1855 Reporting the death of James Wilson, Irishman residing in this City.

26 Oct. 1855 Remitting a copy of the contract signed between Captain George Lawrence and various natives of this Island, and advising that consent to the embarkation of these individuals was granted, on account of their having already committed themselves to it.¹

30 Oct. 1855 Reporting the bad practice established by my predecessor to permit U.S. sailors to disembark and remain here, on the sole authorization of the Commercial Agent of their nation to whom he had issued passports.

17 Nov. 1855 Reporting the presence here of a certain María Leonarda, sentenced by that Royal Audiencia, and asking that it be decided whether or not she is included in the amnesty granted by H.M. on 27 January 1854.

22 Nov. 1855 Forwarding the request of Father Vicente Acosta regarding the reimbursement of the expenses caused to him by the interim administration of the town of Agat.

24 Nov. 1855 Reporting that Mr. William Martin, American, has contracted marriage with Miss Carmen Calvo, daughter of the Administrator of the Treasury of these Islands and has embarked with his wife aboard the ship under his command.²

24 Nov. 1855 Forwarding the case file opened regarding the conduct of my predecessor in the command of these Islands with various shipwrecked Americans from the barque **Sarah Mooers** and that they were assisted and favored with everything that their unfortunate situation demanded.

24 Nov. 1855 Reporting that, in spite of the correspondence held with Mr. Samuel I. Masters, Commercial Agent of the United States, and the fact that he now has his passport, he continues to act as if he were Consul.

1 Ed. note: Captain George Lawrence, Jr., of the **Jireh Perry**, was to leave these Guamanian sailors stranded at Honolulu.

2 Ed. note: The whaler **Sea Shell**. Mrs. Martin went to live in San Francisco.

1 Dec. 1855 Reporting that the Town of Merizo has been authorized to approach the Church authorities with the necessary requests to have the name of their holy patron changed.

11 Dec. 1855 Forwarding the file regarding the occupation of the Orote Peninsula by Don Silvestre Palomo and Don José Torres.

12 Dec. 1855 Forwarding a file opened by Mr. Josiah S. Van Ingen, born in the United States, requesting the establishment in this Capital of a Trading Store for Naval Supplies.

15 Dec. 1855 Reporting having granted permission to Don Francisco Tudela to go to Manila, and return at the first opportunity.

15 Dec. 1855 Consulting the Superior Government so that, if possible, be sent one Infantry Captain or Lieutenant to replace the Sergeant Major who has died, one European Sergeant to give training, one horn-playing Corporal with 12 such instruments, and one drummer with 12 war drums.

15 Dec. 1855 Proposing that the copper coins called *culireis* quarters be reduced in value to 20 quarters to one real.

16 Dec. 1855 Returning the 4 pieces of background information regarding the management audit of Don Pablo Perez.

17 Dec. 1855 Reporting the departure of Mr. Edward A. Edgerton aboard the U.S. schooner **E. L. Frost** bound to Manila.

17 Dec. 1855 Reporting that Don Pablo Perez has embarked with his wife for Hong Kong.

18 Dec. 1855 Returning, along with a report, the case file created by various Parish priests of these Islands regarding the lack of funds with which to attend the church ceremonies in their churches.

20 Dec. 1855 Remitting the request of Father Pedro de León del Carmen regarding special allowances for the interim administration of the Parish of Merizo.

29 Dec. 1855 Acknowledging the receipt of the circular dated 19 March 1853 referring to the Parish Curates giving verbal or written reports to the Chief of the Province and consulting about this.

7 January 1856 Reporting the entrance over the bar of this City of the English barque named **Invincible**.

8 January 1856 Requesting that the titles of Gobernadorcillos and other justice ministers be remitted to all the towns of these Islands, including that of Rota, for the present year.

12 March 1856 Regarding the shipwreck on the reefs of the Bay of this City of the English barque **Invincible**.

5 Feb. 1856 Reporting the death of Rev. Father Curate of the town of Inarahan, Fr. Pedro de León.

7 Feb. 1856 Reporting on the abuses and whipping carried out on the person of Mr. Norton by Mr. Samuel J. Masters, Commercial Agent of the United States.

7 Feb. 1856 Consulting regarding the manner of promoting the visits by whaling ships to this Island, but discouraging the disputes between their Captains and the crews of said ships.

8 Feb. 1856 Reporting the burning of the French ship named **Asia** in the Port of Apra.

7 March 1856 Reporting the arrival of the U.S. brig **E. L. Frost** which had on board passengers born in this Island and carrying smallpox, from Manila.

4 April 1856 Remitting an analysis of the accounts of the treasuries of Tinian and Saipan for the previous year of 1855 and proposing that the Royal Treasury retains only 10% of their liquid assets.

14 April 1856 Remitting a request presented by José de los Santos, a Portuguese, for obtaining naturalization and contract marriage in these Islands.

21 April 1856 Reporting the embarkation for the Capital of the Philippines of the Second Mate, Mr. Charles Hathaway, and the seamen Charles Fournier and Auguste Latour [Frenchmen], from the shipwrecked barque **Asia** that burned in the Port of Apra.

21 March 1856 Reporting that the contagion from the smallpox brought by the U.S. schooner **E. L. Frost** to this Island continues, though slowly.

Documents 1855C

Two ship surgeons, Dr. Lester and Dr. Beals, applied to remain in Guam in 1855

Sources: LC Mss. Division, Mariana Islands; cited in B&R 53: 387-388.

Note: The correspondence between Dr. S. Lester, a U.S. citizen, and Governor Pablo Pérez, bears dates 16-18 April 1855. Dr. Lester mentions his shipwreck and request assistance. He arrived at Guam on 9 April 1855 aboard the Massachusetts (see Doc. 1854D).

Correspondence between Dr. H. H. Beals, M.D., Samuel Masters, and Governor De la Corte, 29 May-4 June 1855

Note: Dr. Beals applies to remain in Guam and practice medicine. His object in settling in Guam was to take care of sick U.S. whalers. The U.S. Commercial Agent, Samuel Masters, recommended that the request be granted. Their letters were translated into Spanish, before Governor De la Corte issued orders relative thereto.

Original texts.

Yslas Marianas—Año de 1855.

Solicitud de Mr. H. H. Beals Doctor de medicina para quedar en esta Ysla segun certificacion del Agente Comercial de los Estados Unidos de America.

[Letter of Mr. Samuels, original in English]

To His Excellency the Military & Political Government of the Mariana Islands.

H. H. Beals, M.D., native of the State of Massachusetts, U. S. of America, makes known to you, that having arrived at this Island with the purpose to reside permanently, and to take charge of the Hospital that is Established in this town, for the sick of my nation.

I pray you to concede the necessary permission to reside here, or solicit it from whom it corresponds.

H. H. Beals, M.D.

Agaña May 29th 1855.

Gobierno M. y P. de estas Yslas Marianas.

Pase al interprete de este Gobierno D. Juan Anderson afin de que ponga a continuacion la traduccion del presente escrito.

Agaña 30 de Mayo de 1855.

*La Corte**A su Excelencia el Gobernador Militar y Politico de estas Yslas Marianas.**H. H. Beals, M.D., natural del Estado de Massachusetts en los Estados Unidos de America, à V. bace presente: Que habiendo llegado à estas Yslas con animo de permanecer en ellas para hacerse cargo del hospital que se halla establecido en esta Ciudad para asistir à los enfermos de mi nacion.**A V. suplica se sirva concederle el permiso necesario por residir aqui ó solicitarle à quien corresponda.**Agaña 29 de Mayo de 1855.**H. H. Beals, M.D.**Está fielmente traducido al Castellano.**El Ynterprete,**Juan Anderson.**Agaña 30 de Mayo de 1855**Presente Mr. H.H. Beals, M.D., persona que garantice su procedencia firmando con él.**La Corte*

[Second letter, original in English]

Consulate of the United States of America in the Mariana Islands.

I hereby certify that H. H. Beals, **M. D.**, a citizen of the United States come to this Island for the purpose of taking charge of the **U. S.** Hospital, that he has with him his Diploma and come highly recommended to me by American physicians, that I have appointed him Hospital Physician and have transmitted his name to my Government for Confirmation.

Given under my hand and Consular seal at Guam this 30th day of May **A.D.** 1855.

Samuel J. Masters

Acting Commercial Agent¹

[Sealed]

*Agaña 31 de Mayo de 1855**Al Ynterprete para su traduccion.**La Corte.**Consulado de los Estados de America para las Yslas Marianas.**Por este Certifico que H. H. Beals Ciudadano de los Estados Unidos ha venido à esta Ysla por el fin de tomar cargo del Hospital de los Estados Unidos, que el tiene su Diploma, há venido altamente recomendado à mi por fisicos Americanos, que yo hé nombrado à él fisico del Hospital y hé transmitido su nombre à mi gobierno para confirmacion.*

¹ Ed. note: The words "U.S. Consul" have been crossed out.

Dado bajo mi mano y sello Consular en Guajan este 30 dias de Mayo Ano Domini 1855.

*Samuel J. Master[s]: Actuando agente Comercial.
Està traducido fielmente,
El Ynterprete
Juan Anderson*

Gobierno de Marianas y Agaña 31 de Mayo de 1855

En vista de la certificacion librada por Mr. Samuel J. Master[s] Agente Comercial de los Estados Unidos de America en estas Yslas, se concederá permiso á Mr. H. H. Beals Doctor en Medicina para permanecer interinamente en estas Yslas con el unico objeto de asistir al Hospital de los individuos de su Nacion hasta la resolucion del Superior Gobierno. Libresele la corresponde licencia interina y remitan copia testimoniada de este espediente con consulta al Superior Gobierno.

La Corte

*En el mismo dia se libró una licencia á Mr. H. H. Beals Doctor en medicina.
José de la Cruz, Secretario de Gobierno y Guerra.*

En 4 de Junio de este año se remitió testimonio de este espediente al Exmo. Sor. Capn. Gral. de Filipinas para su Superior aprovacion.

Cruz

Partial translation.

...
Government of the Marianas, 31 May 1855.

In view of the certification delivered by Mr. Samuel J. Masters, Commercial Agent of the United States of America in these Islands, permission is to be issued to Mr. H. H. Beals, Doctor of Medicine, to remain in these Islands on an interim basis for the sole purpose of giving assistance to the individuals of his nationality until the Superior Government should decide. Please deliver to him the corresponding interim permit, and remit a certified copy of this case file with the consultation to the Superior Government.

La Corte

On the same date a permit was delivered to Mr. H. H. Beals, Doctor of Medicine. José de la Cruz, Government Secretary for Administration and War.

On the 4th of June of this year a copy of this file was remitted to His Excellency the Captain General of the Philippines for his Superior intelligence.

Cruz

Documents 1855D

**American whalers and other ships reported in
1855****D1. Letter of Rev. Gulick, dated Pohnpei 11 May 1855****Ascension (for The Friend).**

Source: Article in The Friend, Honolulu, Nov. 14, 1855.

Small pox—Shipping—Seeds wanted—Missionary work—Murder of a sailor &c, &c.

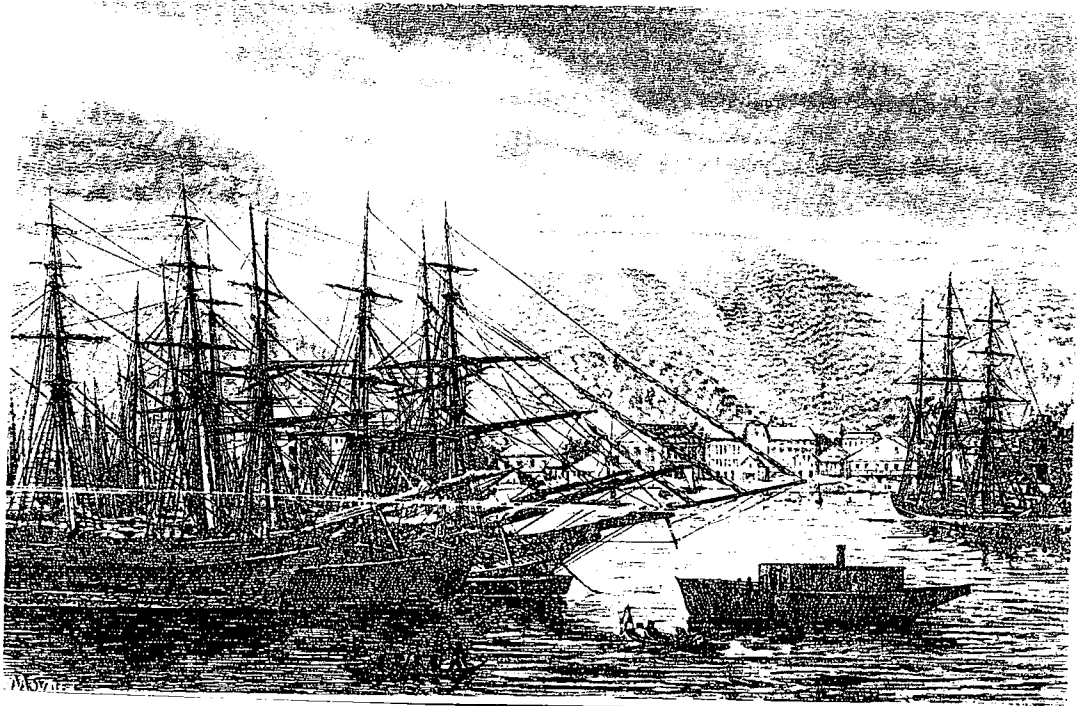
Ascension Island,
Matalenim Tribe, May 11th, 1855.
Rev. S. C. Damon.

Dear Sir:

Our shipping season must be nearly closed. The first whaler in was the **Miantonomi**, Capt. Clement, in the last part of September. The small pox, which had been raging here and taken off about half the natives, broke out among her crew after she sailed. She in consequence returned, and on the 20th of November was wrecked on the outer reef, between the Bonatik and Panian harbors; but of this you must have long since heard. The last vessel in was the **Sea Shell**, [of] Warren, Capt. Martin, who entered Rono Kiti harbor May 4th.

On the 30th of December [1854] the steamship **Unicorn**, Capt. Gooch, arrived from Sydney via Strong's Island, bound to Shanghai. She is the first steamer that ever visited this island. Capt. Clement shipped in her the most he had saved from the **Miantonomi**, and himself and officers with many of his crew took passage in her.

We have up to this date this shipping season been visited by forty-two vessels. Forty were whalers, one a merchantman bound to Hong Kong, and one the steamer **Unicorn**; which is a greater number than ever before touched here in one season. In 1852-53, twenty-nine vessels touched here: twenty-five whalers, three traders, one missionary vessel; in 1853-54, thirty-four vessels touched: thirty-two whalers, one trader, one merchantman.



Honolulu in 1855.



San Francisco Bay in the 1850s.

[Harbors used]

Twenty of these vessels this season entered the Rono Kiti or Lee harbor; in 1854-54, seventeen vessels entered the same harbor, and eighteen vessels in 1852-53. One this season entered the Panian harbor of the Lee or Kiti tribe; where two entered the last season, and one the season before. Twenty this season entered the Bonatik or middle harbor, of the Matalanim tribe; where thirteen entered the last season, six the season before. One has entered the Matalanim or weather harbor, where one entered last year, and two the year before.

Our island furnishes wood and water in great abundance of the best qualities. Yams are taken away in considerable number tho' not of the finest kinds. Bananas, when in the season, are offered in abundance. An indifferent variety of fowls are also to be had in limited numbers. Hogs are scarce, and must not be depended on by ships. Those wishing them should touch at Pleasant or Wellington Islands. Mamee apples or Paw-paws, may be had in any desired quantities. Pumpkins, Melons, Citron, Lemons, and Pine Apples, are beginning to be offered in very small numbers, we may hope these will hereafter be more raised.

Allow me to make a remark which will I trust meet the eye of public-minded captains bound to Ascension Island. This island will be found very productive of almost every tropic fruit, but it is difficult to import them. We, as missionaries, have been doing our best, and only this spring succeeded in procuring from Honolulu any quantity of reliable seeds, of these we cannot yet speak for they have only recently been received. If every ship master would bring down one or more kinds of fruit, agriculture here would take a new start. And how easy for every one to do so, how much more easily and rapidly and effectually might introductions be so made than by leaving us to accomplish it alone. The missionaries here will be glad to take charge of, and to do what they can to propagate such importations, and other foreigners will no doubt be also interested. As missionaries we came to make religion and not agriculture or commerce our main business, but it is both our pleasure and duty to do all the incidental good we can without impeding our proper work of renovating man's moral nature. The rose, geranium, nut-met, cinnamon, allspice, cocoa, fig, custard apple, orange, lime, and lemon, with many other such plants, will I think thrive here in perfection. The orange may now be said to be fairly introduced, yet we much desire them in larger quantities, that we may spread them rapidly among the people. Many kinds of plants may be brought us by the slip; and those in seed should be carefully dried and then soldered up air tight in tin, or sealed up in vials. Let no-one fear of bringing what others may bring, for the more we have the more rapidly can we spread them.

Your readers will ask about our missionary work.

1
...

In February, just passed, the steward of the **Miantonomi**, who was left here after being wrecked, was murdered at the Lee Harbor, by the instigation of one of the foreign

1 Ed. note: See Doc. 1855M1 in HM26.

residents, as is generally reported and believed. There had been previous quarrelling, and threats of killing had been publicly made.

I send you the will of a sailor who was left here in pitiable circumstances, which will I trust be found available and prove of value to The Sailor's Home.

I also send you a table of exports from Bonabe for 1854. I will endeavor every year to send you such a table.¹

Yours, in hopes of great and good things for Micronesia,
L. H. Gulick.

D2. Reported at Guam

Source: Article in the Boston Post, June 30, 1855.

Whalers.

A letter from Capt. Thomas M. Pease, of ship **Champion**, of Edgartown, dated March 16 [1855] reports her at Guam, all well. Had seen sperm whales but once this season; got none; bound N. Capt. Pease reports at the same place, ship **Vineyard**, Fisher, Edgartown, with 150 bbls, sp. oil between seasons, all well, bound N. About 30 ships had touched there this season, bound in the same direction.

D3. Two more at Pohnpei

Source: Article in the Boston Post, July 2, 1855.

Whalers.

A letter from Capt. Gifford of Bark **Roscoe**, of New Bedford, dated March 13, reports sailed from Ascension [Pohnpei] about Feb. 15 [1855], ship **Rainbow**, of New Bedford.²

D4. More at Guam

Source: Article in the Boston Post, Oct. 16, 1855.

Disasters, &c.

The ship **Edgar**, Capt. Pierson, of Cold Spring, was totally lost on Jones Island; officers and crew all saved. The **Edgar** sailed from Guam on the 2d of March last, and no report of her oil has been given.

The barque **Milwood** of New Bedford, Capt. [Joseph D.] Silvea, was spoken on the 4th of August and Capt. S. reports that the ships **Kingfisher**, Capt. [Martin] Palmer,

1 Ed. note: Not available. For the 1852-53 report, see Doc. 1853M1 in HM25.

2 Ed. note: These were the **Roscoe II**, Captain Asa R. Gifford, which had left New Bedford in November 1853 and returned in July 1856, and the **Rainbow**, Captain H. M. Plasket, left Oct. 1852 and returned June 1856.

and **Enterprise**, Capt. Russell, both of New Bedford had been wrecked on Company Island near Bossoule Straits, and with their cargoes were totally lost, but that the crews got on board of other whaleships bound through the Straits. The **Kingfisher** was last heard from at Guam, where she arrived on the 17th of March last [1855]; at that time she had 530 bbls. of sperm and 1250 bbls. of whale oil on board.¹

The **Enterprise** when last heard from was at Bay of Islands, N.Z. and had 70 bbls. of sperm oil, which was on the 21st of January last.

D5. Re-discovery of Lib Island, Marshall Islands

Sources: Article in the New York Observer, Sept. 25, 1856; similar reports in the Salem Gazette, Salem Register, Essex Country Mercury, and in Boston and New Bedford newspapers.

Discovery [sic] of a New Islands.

Capt. Dunn, of the bark **Dragon**, [arrived] at Salem, Mass. last week, from Pedang, reports, that on the passage from the Fegee Islands to Shanghai, Sept. 18, 1855, he saw an island not laid down in his chart, to the northward, distant five miles. Got a good observation and made its position in lat. 8 deg. 20 min., long. 167 deg. 40 min. E., by the chronometer. It is a small sand island, with low bushes, six miles in circumference. It is inhabited, and surrounded by a coral reef, a mile from the shore, and can be seen fifteen miles from the masthead. The same afternoon, saw the Michaleff Group to the northward, as laid down on the chart.

1 Ed. note: The shipwreck occurred on 13 May 1855; had 500 sperm, 1200 whale on board at the time (ref. Starbuck, p. 503). Poor Captain Palmer! He was given command of a new bark with the same name, built in 1856, but he himself lost his life when he was taken down by a foul line on 20 May 1859 (Starbuck, p. 537).

Document 1855E

**The typhoon that hit Guam on 23 September
1855****The account of Captain Baxter**

Source: Article in the Daily Evening Traveller, Boston, Apr. 18, 1856.

“Tornado at Guam”.

Capt. Baxter, of the schooner **Harrison**, arrived at San Francisco from Guam, one of the Ladrone Islands, reports that there was a terrific tornado, accompanied by a slight shock of an earthquake, at that place, on the 23d of September last. Within twenty minutes from the commencement of the storm more than eight thousand persons were left without a house or a roof to protect them. Nearly all the houses upon the island, with the exception of ten or twelve stone buildings were destroyed and scattered in every direction. The rain fell in torrents, and as it touched the lips it tasted as salt as though it came from the ocean. Nearly all the cocoa and orange trees were destroyed.

Document 1855F

The climate of Ponape, or Ascension Island of the Pacific Ocean.

By L. H. Gulick, M.D.

Source: Article in The Friend, Honolulu, July 1857.

The Island of Ponape, probably first seen by civilized voyagers by Quiros in 1595, but first made known by the Russian Admiral Lutke in 1828, is in lat. 6°55' N., long. 158°25' E. It is a member of that long range once called the New Philippines, but now known as the Caroline Islands, after the royal consort of Charles II of Spain.¹ It is difficult to say when or how the name "Ascension Island" was given it [by U.S. whalers]. It is inhabited by about 5000 copper-colored natives, members of a race taht is traced to the East India Isalnds, and that is probably the progenitor of the Polynesian. The American Board of Foreign Missions established a Mission upon it in 1852; and it has since then become an important resort for American whale ships, about forty recruiting there each year.

No island of this whole range, nor even of Micronesia, (which includes the King's Mill, Marshall, Caroline and Ladrone Islands,) unless it be Guam, of the Ladrone Archipelago, has yet been made a point for accurate meteorological observations, which will enhance the value of records on Ponape.

The following Meteorological Table, deduced by Mrs. Gulick from her daily observations, extended through a period of three years, will speak for itself of the more important topics connected with climate. It is to be regretted that the want of necessary appliances has rendered these observations much less extensive through the whole field of meteorology, than we would gladly have made them. And the present is an appropriate opportunity for making the remark, that Missionaries would be glad to serve the cause of science, in an incidental way, much oftener than they do, particularly in meteorology, could they be supplied with those instruments that are much too expensive for them generally to procure. May it not, with due modesty, be suggested to those having the custody of such instruments for the cause of science, that it might be well to en-

1 Ed. note: No, after Charles himself., Carolus in Latin

trust her implements to Missionaries to a much greater extent than is done—if, indeed, it is at all done. Why call upon them to prepare scientific “bricks” for the master-workmen, without granting the requisite “straw,” particularly when they are more than willing to labor to their utmost ability consistent with the still higher interests they have in keeping.

Summary of Meteorological Observations on Ponape, during 1853-4-5.

Average for 1853.

Fah[renheit]. Thermometer.—Mean at sunrise, 76.90; mean at noon, 83.81; mean at sunset, 87.56; maximum, 89.00; minimum, 70.00; range, 19.00; mean, 70.75.

Weather.—Number of clear days, 96; showery days, 155; rainy days, 72.

Winds.—N.E. trades, 64 days; calm, 1 day.¹

Electric Phenomena.—7 days with thunder, 5 days with thunder and lighting.

Average for 1854.

Fah. Thermometer.—Mean at sunrise, 79.17; mean at noon, 82.81; mean at sunset, 79.54; maximum, 86.90; minimum, 74.48; range, 11.52; mean, 80.50.

Weather.—Number of clear days, 97; days with a slight sprinkle, 42; showery days, 174; rainy days, 23.

Winds.—N.E. trades, 239 days; variable, 98 days; calm, 26 days.

Electric Phenomena.—Thunder, 9 days, (3 with lightning).

Average for 1855.

Fah. Thermometer.—Mean at sunrise, 78.78; mean at noon, 83.33; mean at sunset, 79.73; maximum, 87.98; minimum, 73.76; range, 12.78; mean, 80.61.

Weather.—Number of clear days, 139; days with a slight sprinkle, 32; showery days, 118; rainy days, 35.

Electric Phenomena.—Thunder, 7 days.

Average for [the] Three Years.

Fah. Thermometer.—Mean at sunrise, 78.28; mean at noon, 83.31; mean at sunset, 79.27; maximum, 89.00; minimum, 70.00; range, 19; mean, 80.28.

Weather.—Number of clear days, 252; days with a slight sprinkle, 74; showery days, 447; rainy days, 130.

Electric Phenomena.—28 days with thunder, (1 with lightning).

Of the Thermometric Observations, it may be remarked that they were first made with a “centigrade,” and afterward reduced to Fahrenheit.

There are few who will not remark the astonishing uniformity of temperature exhibited in the preceding summary. It is to be questioned whether there exists a series of observations exhibiting as great a uniformity, if even as great, in any part of our globe.

¹ Ed. note: There appears to be some error here: more N.E. trades, and/or some variable days. See winds for 1854, a more typical set of readings, I think.

“The South Seas,” generally notorious as they are for salubrious equability of temperature, have probably not yet presented anything equal to this.

The mean daily range is about 5°.

The mean difference of successive days is about 1°!

The utmost range of the thermometer, during three years, was from 89° to 70°—only 19°!

The mean temperature of three years was 80.28°

It should be remarked that the observations till May, 1853, were made in a most peculiarly unfavorable locality, which greatly exaggerated and distorted the thermometric conditions. The remaining observations were made from a locality such as would always be sought for a residence, and will without the slightest difficulty be found in every port of Ponape. By these it appears that the yearly mean is about 80.50°; the utmost range about 12°; the mean, at 7 A.M., about 78°; at noon, about 85°, and at 9 P.M., about 79.50°.

...

Facts to be stated in connection with remarks on the winds and weather, will sufficiently account for this singular equability, particularly when it is remembered what an immense expanse of ocean surrounds all these Micronesian Islands.

The predominating winds are the N.E. Trades. During the northern winter, while the sun is in southern declination, and while, consequently, the whole system of aerial currents is drawn to the south, the island is fully exposed to their action. This period usually lasts from December to May, inclusive; though there is much difference in different seasons. At times, the trades do not set in till January, and again they begin to blow steadily as early as November, and they cease blowing at any period from April to June. There are certain seasons when they are but faint, even during the dead of winter, as in January and February, 1856; and again they may continually intrude themselves during all the summer, as in 1856.

...

There seems to be a tendency to cycles of some kind in this Micronesian region, but our observations have not yet been sufficiently prolonged to determine their laws.

It may be remarked that the several class of gales are comparatively unknown here. The typhoons of the China seas, and even of the seas north of the Ladrões, about the Bonin Islands, almost never extend to this island. Yet, once, during the youth of a few of the very oddest inhabitants now living, a desolating wind swept over the island, so tearing up the bread-fruit trees—the principal reliance for food—that an awful famine ensued, and large numbers died. It would seem possible that this was a cyclone. And it is very interesting that a similar gale produced similar results on Strong's Island, five degrees east of Ponape, and that, too, in the memory of the very oldest inhabitants. May not this have been the very same erratic cyclone that swept Ponape?

Of the weather: Without being able to give accurate udometric figures, the observations recorded regarding the general character of the days exhibit the fact that there is much humidity, though nothing excessive. Situated just on the southern confines of the

northeast trades, and under the northern edge of the cloud zone that hovers over the equatorial regions between the two trade wind zones of the north and south hemispheres, the island is constantly exposed to precipitations from above. Before the trade winds reach the island, they have made their passage over thousands of miles of ocean, and have become saturated with moisture; so that, as soon as they impinge on the central elevations of our island, some of which are 2,858 feet in height, the clouds are arrested and showers fall; and, as the island is but little more than fifteen miles in diameter, they readily pass over them and water the lee no less than the windward slopes. And again, during the summer, while the trades have receded northwards, we are, ever and anon, shaded by the equatorial clouds, which pour their contents most bounteously; yet we are constantly so near the northern boundary of this zone, that we do not experience its severer, its protracted and unpleasant pouring rains of weeks and months. The humidity is consequently more equably distributed through the year than in most tropic regions; yet we speak of the summer as the season most rainy, if not as the "rainy season." It must be remarked, however, that the last year, 1854, during which the trades were very faint through all their usual months, and were quite intrusive through all the months during which they usually absent themselves, was the most dry remembered by the oldest inhabitants.

Of the electric phenomena, I can only report that thunder is rare and lighting still rarer. Thunder was heard only twenty-eight days in three years, and lighting seen only eight days. So very seldom does lightning prove destructive, that the natives have never suspected its agency, but attribute the results to a direct visitation from their *Ani*, or Spirits, the only gods they reverence.

Documents 1855G

The bark Gratitude, Captain Cornell, at Kosrae**G1. News published in Honolulu**

Source: Article in The Friend, Honolulu, (ctober, 1855.

Letter from Captain Cornell to the Editor of The Friend.

Bark Gratitude at Sea.

Mr. Damon:

Dear Sir:—

If you still publish the Friend, I hope you will give these lines a place. On the 1st of April 1855, I took my ship into the South Harbor on Strong's Island, and anchored her, where the Pilot considered the best anchorage, with my best anchor, but at 8 o'clock that evening there was a heavy squall from the seaboard. The ship commenced to draag. We immediately let go the other anchor, but before she had fairly brought up, and swung her head to the wind she struck her rudder against against the reef, and broke off all the pintles, and continued to strike quite heavy occasionally under the larboard counter, but the anchors held her from going any farther on. We carried out a small anchor, and at 10 o'clock it moderated, we hove her off clear from the reef. The ship did not leak but very little. We repaired our rudder through the assistance of Mr. Covert and his partner the blacksmith, and then left for the Japan Sea. The second day out found the ship leaked badly, and not knowing how bad the bottom was damaged we thought best to put back, we then went into the weather Harbor and discharged the ship—hove her down—we found the plank broke in two different places. We repaired it and got into the Japan Sea in time to save most of the season.

The European residents were very kind in rendering their assistance, and helped in every way they cvould. Mr. Covert is a likely man and I consider him every way competent as a Pilot, The King was very kind, and with his chiefs and natives rendered us a great deal of assistance, I found him strictly honest and the natives generally so. Mr. Snow the Missionary, I think highly of, for he was always ready to advise and assist me. He and his family did all in their power to make our stay as agreeable and comfortable as possible. The weather Harbor on Strong's Isalnd is a very fine harbor, and a very good place to heave down, for the bank is about perpendicular and three and a

half fathoms of water alongside of it. The King has two large cook-houses about one hundred yards from where we hove the ship down.

Yours with respect,
J. B. Cornell.

G2. News published in New England

Source: Article in the Boston Morning Post, Nov. 16, 1855.

Marine Journal.

A letter from Capt. Cornell of ship **Gratitude**, reports her at Honolulu Sept. 24th with 550 bbls of oil.

Had been ashore at Strong's Island—in April—stove two holes in her bottom, knocked off false keel, broomed up the stern-post, and carried away rudder, hove her out there and made temporary repairs, would ship oil home and make repairs at Honolulu.

Editor's comment.

The logbook kept by Capt. John B. Cornell, for this 1855-57 voyage, is to be found in the New Bedford Free Public Library (see Log Inv. 2081).

Documents 1855H

A sketch of Guam, by an anonymous author, in 1855

Source: Article in The Friend, Honolulu, Nov. 1855.

Note: I believe that this article was written by Rev. Damon, the Editor of The Friend, from information provided in part by the would-be U.S. Consul, Samuel J. Masters, then residing at Guam. Much liberty is taken with the facts, and most dates are erroneous.

Guam.

Historical sketch—Government—Stipulation—Products—Resources—Foreigners—Religion—&c.

The Ladrone or Marian Islands are twelve in number, situated between 13° and 19° North Latitude and 145° and 156° East Longitude. They were discovered by Magellan in the year 1520 [rather 1521], and were named by him Ladrone (the Spanish word for thief) Islands, from the circumstance of the natives having stolen the rudder of one of his boats.¹

In 1640 or thereabouts [rather 1565], the group was taken possession of by Spain, whence Catholic Priests were sent out as Missionaries, accompanied by other individuals empowered to establish a local government.

About the year 1672 [sic], the Spanish Ministry decided that the sum appropriated for the support of the Government and Mission at those Islands was a useless expenditure and withheld it accordingly, resolving to recall the officials and priests and suffer the natives to relapse into their former condition of heathenism.

Their resolution would have been carried into effect but for the magnanimous interposition of Mariana of Austria, then Queen of Spain, who offered to bequeath the whole of her jewels to create a fund for the further maintenance of the Government and Mission.

Her offer was accepted, the fund created, and out of it a sufficient sum yearly appropriated to the object for which it was designed, for upwards of one hundred and fifty years, when the Spanish Government resumed the expenditure.

¹ Ed. note: They stole the whole boat, and many other things.

Since the performance of this generous act by the Spanish Queen the group has been known throughout Spain's dominions by no other name than the Marianas.

The only Islands in the group, inhabited permanently are Guam and Rota. The other ten are visited periodically by residents of Guam who procure from them cocoanut oil, beef, pork, arrow-root, yams, &c. in abundance.

Saypan is temporarily settled by about 300 natives of the Caroline Islands, who, by permission of the Governor of the Marianas, were allowed to locate there eight or ten years since, under the jurisdiction of an Alcalde sent from Guam. This Island is beautifully fertile.

Rota is a small but very productive Island and contains about 400 inhabitants.

Nearly all the Islands in the group are noted for their exceeding fertility; but Guam, or Guahan (as the inhabitants call it) having the advantages of position, harbor, population, &c. is most frequented.

It is the southernmost of the group, being in Lat. 13° North—contains 8,500 inhabitants; is in length from N.E. to S.W. about 35 miles; and has a circumference of about eighty.

It is richly fertile and presents a most attractive appearance on being approached, on account of the luxuriant foliage which clothes it to the water's edge. Back from the seashore the land rises gradually to the height of some two or three thousand feet, and is beautifully diversified throughout with hills and valleys. It has forests dense enough to afford such protection to the numberless herds of deer which frequent them, that though for several years there have been no restrictions upon the free pursuit of them as game, their number seems to remain undiminished, notwithstanding that many a table is weekly, and perhaps oftener, graced with a haunch of delicious venison. For sixty years after they were first introduced from China [rather Luzon] upon the Islands, they were protected from molestation by law, during which time they increased to such an extent that the prohibition was considered no longer necessary.

Other game, as snipe, wild pigeons &c., is abundant. There are a few horses and mules upon the Islands, but of too inferior a description to be of much service. Cattle of which there are plenty of a good quality, are used as beasts of burden and as riding animals.

The Agricultural products are various. Indian corn, which is the staple article of food, is raised in abundance. Rice also, is raised to a considerable extent. Sugar-cane thrives well. Yams and sweet potatoes, famous for their superior quality, are abundant.

No pains have been taken to introduce any great variety of fruits, but such as there are—oranges, chirimoyas, mangoes, limes, guavas &c., are in their respective seasons very fine. Of the first named there are two crops a year.

The native inhabitants are peaceful, frugal, and hospitable, but rather prone to indolence. Good land is so abundant and free that each man is allowed to possess as much as he chooses to cultivate, and their habits being simple and their wants few, a very little labor produces enough for their necessities and beyond that they have no anxiety. They are a trifle lighter in color than the Hawaiians, and but for the traces of their Malay

origin which their countenances still more or less retain, would be considered much better looking. Their dwellings are of wood with thatched roofs and are elevated on posts to the height of three or four feet from the ground, and being of uniform size and built in regular rows and all thoroughly white-washed give the towns and villages a very neat appearance.

The Government officials and priests, who are all from Spain, and the better classes of residents generally live in houses of coral with tile roofs. These dwellings are remarkably well constructed, spacious, comfortable and adapted to the climate, which is very similar to that of the Hawaiian group, the Trades being as constant there as here.

The religion is Roman Catholic exclusively, established and supported by Government, and all its requirements, rites, and ceremonies are strictly observed. Its catechism is the principal lesson taught in the schools, and images of the Virgin are daily knelt to in every dwelling. An air of morality, order and peace that is truly commendable pervades the Islands. The principal town on Guam is called Agaña. It contains 5,000 inhabitants, is well laid out and pleasantly located, and is the place of residence of the Government officials and of the American Consul. The latter has been residing there about a year. He and his Secretary, and the hospital physician are the only Americans who ever located there; besides whom there are four other foreigners, Englishmen.

No foreigner is allowed to reside at Guam without having personally obtained permission from the Governor General of the Philippine Islands at Manilla, under whose direct jurisdiction the Marianas are placed. The delay and trouble attending the procuring of such permission at Manilla, and then the difficulty of getting from there to Guam, an opportunity scarcely occurring once a year, will account for the fact that, notwithstanding its attractiveness, so few foreigners reside at the latter Island.

A vessel with money and household supplies for the officials and Priests is yearly expected at Guam from Manilla, delays in sailing, and head winds often cause intervals of eighteen months to elapse between two arrivals.

As will be seen in the advertising columns of this paper, Messrs Thomas Spencer & Co. have established a Ship Chandlery at Guam. This will undoubtedly be an important addition to the many attractions which have so long rendered Guam a favorite place of resort for the whaling fleet.

SHIP CHANDLERY AT GUAM.

THE UNDERSIGNED, having entered into a Co-partnership for the purpose of carrying on the SHIP CHANDLERY BUSINESS, under the name and firm of

THOMAS SPENCER & CO.,

at the Island of Guam, Ladrones Islands, respectfully announce to masters of whalerships and others, that a full assortment of Naval Stores and recruits will be kept constantly on hand and furnished by them on the most reasonable terms, and money advanced on whaler's bills on the United States.

THOMAS SPENCER,
Honolulu, S. I.

J. S. VAN INGEN,
Guam, Ladrones Islands.

23-6m

Advertisement for a ship chandlery at Guam.

We are pleased to learn that the United States Consul located at Guam, Capt. Samuel J. Masters, formerly Police Magistrate of Lahaina, is as well appreciated in his official and social capacity, as the following Card, which we copy from a number of the New Bedford Mercury lately received, intimates.

Agaña, Guam, Ladrone Islands, March 1855.

A Card.—We the undersigned, Masters of American Whaleships anchored in the adjacent commodious harbor of Apra, desire to make a public expression of the gratification we have derived from our present visit here and to recommend this port to other Masters, as affording as many advantages in point of economy, convenience, and facilities for obtaining recruits, as any other in the Pacific.

We are especially pleased with the municipal regulations of the Islands, so surpassingly efficient with regard to seamen, that escape on shore by those disposed to desert is impossible.

We would also remark that we consider the attractiveness of the place and a little enhanced by the residence here of Captain S. J. Masters of New York, United States Consul for this group of Islands; who, by his urbanity and uniform kindness secures the regard of all who have intercourse with him, and whose prompt, efficient and judicious discharge of the duties of his office renders him valuable to the interests of Masters.

We are gratified to learn that, under his auspices, a Ship Chandlery is about to be established here, which, with other improvements now in progress under his supervision, will render this port a still more popular resort for both Whalers and Mercvphantmen.

(Signed) Wm. Earl, Ship **Jireh Swift**,

- " Samuel B. Meader, Ship **Martha**,
- " Edwin Grinnell, Ship **Arab**,
- " Charles A. Bonney, Ship **Lewis**,
- " Peter J. Smith, Ship **Young Hector**,
- " Samuel B. Pierson, Ship **Edgar**,
- " Wm. H. Pendleton, Ship **Phoenix**,
- " Stephen Kempton, Ship **Condor**,
- " Samuel H. Andrews, Ship **Junior**,
- " Wm. T. Hawes, Ship **Omega**,
- " Ansel Tripp, Bark **Cossack**,

and subsequently signed by others.

Friday 2 [Feb.]

... At 9 a.m., made Wellington [Mokil] Island ahead dist. 15 miles... Lat. 6°40' N., Long. 159°50' E.

Saturday 3

... Lying off and on Wellington Island trading... At sunset, came aboard, steered off W by N. Latter part... at 11, made Ascension [Pohnpei] bearing SW dist. 20 miles...

Sunday 4

... At 5 p.m., pilot came aboard but too late to go in. So, lying off and on, Capt. ashore. Latter part, employed in working in. At 12 o'clock, came to anchor in Middle Harbor in 4 fathoms of water and 30 fathoms of chain. Took a stern line ashore and hauled taught.

Monday 5

... Employed breaking out and getting ready to wood & water.

Tuesday 6

... Employed in watering, etc. Latter part, employed in painting ship & tarring, breaking out, etc.

...

Tuesday 13

... Employed in coopering meat and getting off water...

...

Saturday 17

... One boat trading and the balance employed in getting off wood & water.

...

Wednesday 21

... Getting ready for sea.

Thursday 22

... Ship lying at in Bonatick Harbor, Ascension, getting ready for sea. The Steward and two seamen deserted, supposedly in a canoe. Latter part... one boat gone to Lee Harbor.

Friday 23

... Caught 2, the two seamen forward. Steard still missing... After taking one of the seamen, Thomas Wright, he swore he would take the Capt.'s life if he took him on board.

Saturday 24

... Caught the Steard, stwed away on board of the **George** of New Bedford. Put the 3 deserters in irons. Latter part, one boat gone to trade. Turned the Steward forward to act as a seaman.

...

Monday 26

... Lying at anchor, ready for sea. At 7 a.m., took the anchor and stood out of the harbor, it blowing a strong trade from the NE by E. At 10, discharged the Pilot. Capt. went to the harbor again and took on board the kedge we left behind. At 12, came on board, wore ship off shore and hauled the main yard aback to settle some business with our runaways.

Tuesday 27

... At 1 p.m., Capt. gave the orders to put the three runaways that was in irons into the riggings to be flogged. I called one of the seamen, by name Thomas Wright, to me. He came without delay. Then took his irons off, turned to the Second Officer and told him to put him into the Larboard Main rigging and then called to another one of the deserters to take his irons off when the said Thomas Wright escaped from the Second Officer and ran down into the forecstle. The Second Mate followed him but not in time to prevent him from obtaining a sheath knife and swore that he would put it into him. The Capt. told me to bring him dead or alive. I went to the forecstle to go down and found him standing at the bottom of the steps with the knife in his hand. I asked him to come up and he swore he would not but would put the knife into the first man that touched the bottom step. I then took a stick of wood lying on deck and undertook to go down into the forecstle when he drew up his knife to stick me and said that he was determined to do it if I came down. I then took the stick and struck him a blow across the nose and secured him and brought him to the deck, put him into irons again and dressed his wounds. Then, put Charles Rodgers into the Main rigging on the Larboard side and the Steward on the Starboard. The Capt. then called all hands aft and told them what he was going to punish them for and which he had warned of before. He then gave Charles Rodgers 1 doz. lashes and the Steward 30, then cut them down, sent Rodgers to his duty and the Steward put into irons and put him into the blubber room and sent Thomas Wright down into the after hatchway between decks but did not flog him on account of his wound, then turned all hands to their duty and steered off E under easy sail... This day found that we had four cases of venereal disease and a number of other cases of sickness but nothing alarming... Latter part, made sail, steered by the [wind] to the NW by N, the Island [of] Ascension in sight.

At 6 a.m., the Capt. had some words with a seaman, by name Charles Phillip about reeving the main sheet. He told him to reeve the sheet and he said he did not know how to reeve it. Then the Capt. [told him] to find out damn soon or he would give him something to remember and slapped his side of the face two or three times. He then went

and rove it in its proper place and then told the Capt. that it was the first time he had been slapped in the face for nothing. Latter part, employed in fitting boats and coiling lines. This blank in the [logbook] sheet is left for a signature of the rascality of said Thomas Wright if an opportunity occurs.¹

Wednesday 28

... At 4 p.m., spoke the **Iris** [Capt. Rice] of New London. At 7... some land in sight on the weather bow dist. about 15 miles off. Lat. 7°.50' [N], Long. 157°15' E.²

...

Friday 2nd [March 1855]

... This day the Capt. called said Thomas Wright into the cabin and tried to have a talk in reason with him. The Capt. asked him if he was willing to obey his orders in every sense of the word and all that he could get out of him that if the Capt. would do as he wanted him to do that he would, but the Capt. did not see fit to comply with his terms, and furthermore he said as much that he would injure the voyage if he could and so there was no reason in him. So, the Captain put a chain on his leg and put him down in the blubber room for the safety of the voyage and to keep him from doing any mischief.

Saturday 3

... At 4 p.m., spoke the **Rambler** [Capt. Porter] of Nantucket and gammed with her... Lat. 12°30' N., Long. 152°00' [E].

Sunday 4

... Steered NW by W in company with the **Rambler**... Lat. 13°27' N., Long. 149°45' E.

Tuesday 5

... Spole the **Rambler** at 5 p.m... At 9 a.m., made the Island of Saypan and Tinian ahead dist. 40 miles. Lat. 14°50' N., Long. 145°40' E.

Wednesday 7

... Ship steering W for the Is. of Tinian. At 3 p.m., the Capt. went on shore to see if he could trade in company with the **Rambler** still. At 6, came aboard. Middle part, lying off and on the weather finr and a bright moonlit night, Ship under easy sail. Latter part, Capt. ashore trading for recruits, such [as] sweet potatoes, limes, fowl.

Thursday 8

... At 5 p.m., Capt. came aboard, steered off SSW for Guam in company with the

1 Ed. note: This 3-inch space did remain blank.

2 Ed. note: The land was Pakin.

Rambler... At daylight, saw Guam. At 12 M., the Capt. went on shore and sent the boat bacvk.

Friday 9

... Lying off and on at Guam Town and 4 ships in company... Latter part, standing in, Capt. ashore.

Saturday 10

... Lying off and on at Guam in company with 5 ships. Capt. ashore. This day, let one Frank Wilson go ashore with his father, a native of Guam... Latter part... a boat [came] from ashore and took a load of cloth and [calico] prints to trade to the Capt.

Sunday 11

... At sunset, stood offshore for the night... At 10, got in off the town. Capt. came aboard, took said Thomas Wright out of irons and called him into the Cabin and asked him if he was willing to go on board the **Condor**, Capt. Kempton and he said he was. Then the Capt. told him he could go as he was afraid that they could not agree. So Capt. Kempton took him on board of his ship. [Capt. Kempton was given] by the Capt. of the **Favorite** his advance as he was a man shipped by the season, then... braced full... heading about N, the town of Guam bearing SE dist. about 5 miles.

...

[The bark went north to the Bonins, where she met the **Jireh Swift** and the **Martha**, etc.]

Document 1855J

The French whaler *Espadon*, Captain Homond

Source: Dr. Charles Frouin, Chirurgien du baleinier "L'Espadon." Journal de bord 1852-1856 (Paris, Éd. France-Empire, 1978).

*Notes: This was the fourth cruise of this whaler in the Pacific Ocean. The full name of the captain was Jean-Victorin Homond. The First Mate was Gratien Irigoyen, a Basque from Saint-Jean de Luz, near the Spanish border. The ship left Honolulu on 21 December 1854. They arrived at Guam in company with another French whaler, the *Général Teste*. The stopover at Guam lasted from 25 February to 14 March 1855.*

Translation of an extract from this logbook kept by Dr. Frouin, Surgeon aboard the *Espadon*

Stopover at the Mariana Islands.

On Sunday morning we met the **Général Teste** and we luffed together under easy sail while awaiting the pilot. As none was coming, we headed a few miles to the northwest and found ourselves at the entrance of the harbor where the pilot was waiting for us. One hour later, we were at anchor in the midst of a dozen American vessels. The harbor of Guam is far from the town by many miles and exposed to the winds from offshore, but a coral reef at sea level breaks the sea, so that the sea is never heavy inside.

The day following our arrival, we received the visit of the Government Commissioner who, after the Governor, is the most influential man on the island. His visit, a polite affair, was rather short but upon leaving he invited me to go and see him, adding that the Governor was indisposed, but invited me to visit him at the palace as soon as I disembarked. I accepted his invitation, but I had a few sick men to look after right then and my duty retained me on board all week.

The next Saturday, I landed [at Piti where] I noticed two or three huts built on piles and rather poor in appearance in which some American seamen were busy getting drunk with *aguardiente* (coconut brandy). I first tried to rent a horse, but there were only three or four in the place and they were rented at the time, so that, willy-nilly, I had to cover the distance to the town *pedibus cum jambis*.¹ However, it was more a pleasant jaunt than a boring one. This road provides the most charming promenade that can be

¹ Ed. note: Latin phrase meaning 'with my feet and legs.'

imagined, placed as it is within a gunshot distance of the beach whose contours it follows, amid high coconut trees that bent their heads over everywhere in sight as far as the beech itself and shade the pedestrian with a continued canopy. The road itself is bordered with lemon trees that embalm the air and provide shelter to numberless small birds with bright feathers that sing and seem to bid welcome to the traveller. Many villages can be found along the way; all the huts are lined up in a single row. In the center of each village can be seen a small rise of ground upon which there is a cross ornamented with all the attributes of the Passion. By the way, I will record here an observation that I made many times: it is that every young colony bears the unmistakable sign of its nationality; for instance, in an English colony, though small in population, there is always a tavern or some grog shop; in a French colony, there is a place for rejoicing and having fun, a sort of dance hall, the first building to be put up; in a Spanish colony, one meets crosses raised at every steep, some churches, or some processions.

While waling along, I noticed that the road was rather well used, as I often met with some islanders, some barefoot, others riding cows that were trotting along, by gosh, on a determined mood; I was later told that this type of mount is rather comfortable.

After a walk of two hours, I arrived at St. Ignatius of Agaña. It was about 4 p.m. and, after such a hot day, a large part of the inhabitants were seeking fresh air on the doorsteps of their houses. All the huts are built upon piles about four feet only above the ground, which gives the streets a rather bizarre appearance. Besides every hut is a small garden, fenced in with a wooden lattice and between every two huts is a small footpath that leads from one street to another. Here and there one sees a few houses of white-washed stones, but heavy-looking and badly built.

By means of one *real*, a boy led the way to the address that had been given me and where the French officers normally take their lodging when they visit Agaña. Our Captain had been esconced there for a few days already. Upon learning that I was the surgeon of the *Espadon*, Señora Troudelle,¹ the landlady, hurried to make me welcome and told me that the Governor had asked many times already if I had arrived. Since it was too late that day, I decided to postpone my visit until the next day.

During the evening, my hostess suggested to me to take a walk through the town that a magnificent moonlight illuminated at that moment. I accepted and we left, but not until after we had both equipped ourselves with one of those huge cigars made locally, that are not less than 40 centimeters in length. At first, I found it a little unusual for me to stroll arm in arm with a lady who smoked in such a way, but, on the other hand, this custom seemed to me to be rather original and above all pleasant. Indeed, in Europe, with our customs being what they are, one would think twice before approaching a woman with a cigar between her lips, or even between her fingers. Here things are otherwise and only young girls of a certain class do not smoke, at least not in public.

During our stroll we went inside many huts where I was always presented as a "French doctor," a fact that my hostess seems to be proud of, probably because I was

1 Ed. note: Possibly Tudela.

her boarder. All the huts that we visited presented the same appearance; they are as bare inside as outside. One can see only a few mats and a hammock hanging in the middle; in fact, the whole native class lives rather miserably, thanks to the indolence that is usual in the Spanish colonies. Before returning home, my companion, who was trying hard to distract me, wished to present me to her sister, whose house is also a hotel, used mostly by Americans. We were well received there, and I was specially impressed by the charming daughter living there, a very pretty young woman about 16 or 17 years old, very pleasant; besides, she understood rather well the French language, and spoke it a little. The rest of the evening passed rapidly, and, after a conversation that lasted the time of a cigar smoke, we had to say goodbye to these ladies, but I was invited to return.

The next day, I went to see the Governor, accompanied by Mr. Anderson, a former pilot, who was to act as my interpreter. Don Pablo Perez received me in his office and, after the usual compliments, told me the reason why he wanted to see me. Fifteen months earlier, he had been hit by a violent ophtalmy that could not be treated properly, given the absence of a physician. It made him suffer for a long time and ended up by becoming a chronic ailment that left the organ with a very great weakness, accompanied with much sensitivity at the slightest sunlight. Being well briefed about his sickness, I examined his eyes and, at his request, I wrote down the details of the treatment that seemed to me to be the most rational. After that, I was invited to go into the living room where I was presented to his lady and to two girls that formed the rest of the family; one of them was playing the piano when we came in; she arose and came, with her sister, to give me a handshake. This English custom of shaking hands with arriving guests or with people visited has something frank and cordial about it that pleases much when done by women. Cigars were offered and the conversation touched on many topics. These ladies were specially happy that the Empress of all Frenchmen was one of their countrywomen. The Governor invited me to a party to be held at his house that evening and begged me to visit him a few times during my stay at Agaña. I promised him to do so and a few moments afterwards, said goodbye to him.

After I had left the palace, I took advantage of Mr. Anderson's goodwill and asked him to accompany me and present me to a few of the leading citizens of the town, without forgetting the Commissioner who made me quite welcome, and who, right away, invited me to have dinner with him that same evening and to a ball that he was giving the following Thursday; I begged off his first offer, and accepted the second with pleasure.

During the course of the afternoon, I attended the favorite sport of all the inhabitants of the island, I mean, cockfighting. A cockpit has been built to that effect in the middle of a big public square, the one that precedes the palace. There, the owners of fighting cocks meet twice a week—and that means every Guamanian because every man has his own cock which he treats like a beloved son. At a signal given by a police officer, everyone looks for another cock to be the adversary of his own, by presenting one to another without however letting them fight for real. When two cocks are found

to be of equal strength and have become well excited, the betting process is opened and the two cocks are equipped with a spur in the shape of a very sharp blade that is at least 2-1/2 inches in length and 1/2 in width. When the bets are closed, the two owners go into the arena and, upon the signal given by the police officer, they let go their charges to fight each other. It is a rare occurrence when the fight lasts longer than a few minutes, as it usually ends when one of the adversaries die; however, sometimes one of them takes flight in a shameless manner and the spectators boo their disapproval, as this flight means that it has lost the fight. Soon after this, another fight begins.

This cockfighting hobby, rather habit, is here a real passion and, to prevent certain abuses that would frequently occur, the Governor has issued an ordinance that fix the maximum bet at 50 pesos, which cannot be exceeded without the penalty of a fine being imposed.

While going back to my hotel, I noticed many small huts made of mats that had just appeared in the streets, and that were not there two hours before. I asked what they were about, and I learned that, every Sunday, after mass, a procession took place through the town, in which the Padre stopped at each hut and gave his blessing. The time at which the procession was to pass being near, I went up to the house of the American Consul whom I had just seen at his window and had met that morning. From there, I could see the whole procession and, as the small huts or chapels were but fifty paces apart, I received three blessings without the need to move from my vantage point. The men at the head of the procession wore their best clothes, that is, striped cotton pants with white shirts worn loose above them. Then came two violonists who were playing, badly but quite seriously, an old dance tune. The Padre followed with his acolytes, two of whom carried a wooden statue of our Lord; next to this statue, the statues of saints peopling the churches of Brittany would appear as masterworks. Finally, the women with their Madras kerchiefs on their heads closed the procession.

In the evening I went to the palace; dancing was already taking place when I arrived, and the company seemed to be complete. After I had been greeted by Don Pablo, I looked around the hall where there were a dozen men and about 20 young women. One of the young ladies belonging to the house was playing the piano, but I was astonished to see the others dance among themselves, although there were many French and American captains who were simply seated and seemed content to play the role of spectators. Really, this was shameful; only the U.S. Consul and a small Spanish old man by the name of De la Rosa were acting as escorts to the ladies. I then clearly understood the question that the Governor had asked me when I arrived: "Will you be dancing?" "Yes, my dear Governor, I will dance, because I have ears to hear these melodious calls that come from the piano, eyes to see and admire so many beautiful young women who await only an escort to throw themselves in the arena, and some heart in my legs to make them waltz as much as they like, and more!" Well, without wasting a minute, I invited one of the Governor's daughters for a waltz. After the waltz came a polka, which was followed by a square dance, a gallop, a rigodon, and so on. So much so that the

party passed very quickly and, when it ended, I was not the only one who felt sorry that it ended so soon.

I have already said that there were no physician on the island, so that the sick people sought me during my stay. I rarely returned home without finding someone waiting for me; in the streets I was accosted by strangers who wished me to take the pulse of their wife, or to visit a child, etc. ONE day the Governor sent for me to examine a family that was believed to be attacked by leprosy, the next day it was to visit persons suffering from venereal diseases. To make a story short, a physician would be busy here. The authorities were planning to open a hospital and a building has already been purchased for it; I was even approached on this subject, but my present position did not allow me to take advantage of their proposal.

Over the following days, I had the opportunity of seeing a few natives of the Mariana Islands recently arrived from Saipan, a small island nearby where the remainder of this race have sought refuge.¹ Their bodies are very robust but badly built, of average size and a big head topped with a mass of kinky hair. They are naked and wear only the maro, the same as many other peoples of Polynesia. Fishing is almost their own industry. However, they are navigators and know how to build lbig, strong canoes.

Finally, Thursday came, and at seven o'clock in the evening, a cannon was fired to announce the beginning of the ball at the Commissioner's place. The gathering was large, all the captains of the ships then in the harbor were there, as well as many of the leading men; the number of women was even larger than that of the men, and consisted in the best that the town could offer. Naturally, they were all white and not half-breeds, as the Spanish are also imbued with the race prejudice that is the scourge of many a colony! In spite of the small number of dancers, nevertheless augmented by two officers from my ship who joined me to sustain our national honor, in spite of our small number, say I, the party was very animated and we had much fun, in the face of those American captains and others who preferred to make the bottles dance, while we danced with the ladies. To each his own!

At eleven, another gun marked the end of the dances and we went into another room where a very good supper was awaiting us. I took advantage of a commotion to climb over the back of a bench and insert myself at table between two of the prettiest girls, who with a smile pushed themselves against their neighbors to make room for me. In fact, they were Miss Antonia and the second daughter of the Commissioner. The meal went on happily, and when champagne was served, many toasts were given, to which our host reacted by giving a short speech. Then a third gun announced the beginning of another dancing session that lasted until three in the morning.

The next day I returned on board to procure some medicines that I needed. Along the road, I was called into a hut where a woman had just broken her fore-arm; I reset the bone and immobilized it, but not without having trouble finding the material for it. The next day in the evening, I returned to Agaña. I spent Sunday evening at the Gov-

1 #d. note: They were Carolinians, not Chamorros.

ernor's place. I had promised to go hunting deer on Monday with a man from the town, but we were ordered on board instead. I therefore spent the morning making rounds of the houses where I had been well received earlier. At the Governor's house, I was asked to submit my bill; I answered that, since I hardly used any medicine, I considered myself well paid by the pleasure of having been useful to His Excellency. Upon hearing this, I was invited into another room where there was a collection of shells and asked to choose what I like. These young ladies packed two small crates full of them for me and added various fanciful objects very delicately crafted that they had made themselves. I was indeed given many thanks and they made me promise that, if one day I was to visit Manila, I was not to seek any other hotel but their house; in fact, they were to return to Manila soon, as another governor was expected any day. I had not walked 200 feet from the palace when a servant caught up with me and handed me a box of cigars on behalf of these ladies, in order to distract me along the way, they said in their verbal message. They could not have been kinder to me, and I truly regretted leaving such nice people.

At the Commissioner's place, the same thing was repeated and I would not have been able to leave that day, if I had accepted their invitations. There also I was given a few shells, among which I found a bag of small agate shells. Most of these shells come from the Caroline Islands; the natives of that archipelago come every year to Guam during the month of June and exchanged this product of their fishery against the articles they need. It is indeed marvellous that such natives sails 200 leagues or more in their canoes, without a compass and guided only by the stars.

Having found a boat that could take me to the harbor, I embarked with all my newly-found wealth and at three o'clock in the afternoon went again on board.

The archipelago of the Mariana Islands consists of a group of fifteen or sixteen islands; only the five southernmost are inhabited. These islands belong to Spain and come under the jurisdiction of the Captain General of Manila. Guam, the most populated and important island, is situated in $142^{\circ}50'$ of longitude [east of Paris] and in 14° latitude north. Agaña is the capital and, as we have mentioned, is the residence of the Governor. The population of the island, which has been increasing well during the last few years, has now 7,000 inhabitants. A rather strong fort (Santa Cruz) rises at the bottom of the harbor and protects the town and provides it with a garrison, in addition to a citizen militia that is rather well organized. The island is covered with forests that are full of game and drained by many rivers. Its products would be the same as in any other tropical regions, if the land were cultivated; however, the local products are rice, corn, onions, potatoes, sweet potatoes, sugarcane and tobacco. Cows are almost the only cattle available, but their number is rather limited. Placed as it is far from the great maritime routes of Oceania, Guam has no trade to speak of; however, its port has been visited in the last few years by some whale ships, on account of the availability for wood and water. The population of the island is divided among two clear classes: the whites who are a few Spanish or English families, and the natives, or Chamorros, whose fea-

tures betray a mixture of Chinene or Malay blood and that of the indigenous race. The latter class makes great use of a masticatory called betel, which consists of betel leaves, the Areca fruit or nut and some quick-lime [rather slaked lime]; those who consume it pretend that it is good for the stomach.

In spite of, or better, because of the little commerce in these islands, one would find them a good place to sell various articles, such as: brandy, wine and absinth, red madras and Scottish tartan cloth, tightly-woven cloth, also striped but preferably with white background, embroidered items, cheap shoes for women and children, men's shirts and pants, novelties, corsets and cotton or thread stockings, hats with hat-bands, Black Forest clocks, shades and ribbons, common engravings with religious themes, as well as crucifixes and medals.

...

Thursday 14 March

Third anniversary of our departure from France; we set sail with winds from S.E. and headed W.N.W.

A few days later we saw many sperm whales; the boats were lowered but, though the weather was fine, we did not succeed in getting fast.

The Captain intended then planned to go to the Japan Sea, to the Okhotsk Sea after the ice had melted there. However, in the neighborhood of Rota Island, we met with contrary winds that lasted a few days, and this made him change his mind and we continued our route northward.

 Document 1855K

The logbook of the ship *Morea*, Captain Manchester

Source: Log 135 in the New Bedford Whaling Museum; PMB 244, 245; Long INv. 3874.

Notes: The logbook was kept by the First Mate. At first, this was Beriah C. Manchester, but after the original captain, Thomas B. Peabody, committed suicide with a gun on 5 June 1854, he became Captain. This ship was to be condemned at Honolulu in November 1857.

Extracts from this logbook

Wednesday January 3rd 1855

... At 9 a.m., saw Sydenham's [Nonouti] Island bearing WSW. At Meridian South End bore W by S 10 miles dist. Lat. 00°43' S. Long. obs. 174°47' E.

Thursday January 4th 1855

... Sydenham Island to the leeward. At 7 p.m., the wind died away. The swell and current setting the ship down to the land very fast, hooked the boats on ahead and towed the ship to the North until 7 a.m., then took a light air from NE. At 9 a.m., to the wind from NNE, stood NE...

...
Wednesday Jan. 10th 1855

... At daylight, stood WSW and saw the Island of Ocean [Banaba] bearing SW by W 25 miles distant...

Thursday Jan 11th 1855

... Off and on at Ocean Island. At 7 p.m., stood to the NW... Lat. by Obs. 00°14' S. Long. by Chron. 168°55' E.

...
Monday Jan 22nd 1855

... At 5 p.m., saw McAskill's [Pingelap] Island bearing W. Stood down past it and spoke Ship *Cicero* of N. B. Stood NW for Wellington's [Mokil] Island.

Tuesday 23rd

... At 5 a.m., saw Wellington's Island. At 9, went on shore. Ship *Cicero* in company.

Wednesday Jan. 24th

... Ship off and on at Wellington's Island.

Thursday 25th of Jan.

... Ship off and on at Wellington's Island.

Friday Jan. 26th 1855

... Ship off and on. At 10 a.m., stood W by N for Ascension [Pohnpei].

Saturday Jan. 27th 1855

... At daylight, saw Ascension. Stood for the land. At Meridian, the Middle Harbor bore NW 5 miles dist.

Sunday Jan. 28th

... At 2 p.m., took a Pilot. At 3, came to anchor in the Middle Harbor in 4 fathoms water.

Monday Jan. 29th 1855

... Breaking out and cooping provisions.

Tuesday Jan. 20th 1855

Cooping and stowing provisions all day.

Wednesday Jan. 31st

Good weather all day getting wood and water on board.

Thursday Feb. 1st 1855

Food weather all this day. All hands getting wood and water.

...

Wednesday Feb 8th

... All hands getting ready for sea.

List of ships [that] touched at Asxension from Jan. 25th to Feb. 9th 1855.

Ship **Seine**, [Capt.] Landra at Weather harbor;

At Middle Harbor:

Metacom, Woodbridge;

Wm. Badger, Braley;

Daniel Wood, Tallman;

Cicero, Manchester;

Favorite, Spooner;

Iris, Harris;

Morea, Manchester;

At Lee Harbor:

Rainbow, Plasket;

Jireh Perry, Lawrence;

Nathaniel S. Perkins, Allyn;

Rambler, Porter.

February 9th 1855

... Ship ready for sea. At 4 a.m., hove short. At 6, took the anchor and stood to sea. At Meridian, the South point of Ascension bore North 1 mile distant... Lat. by Obs. 6°45' N.

Saturday Feb. 10th 1855

... At 1 p.m., went on board ships lying in the Lee Harbor. At 3, came on board and stood for the West point of the Island. At 9 p.m., the West point bore East 2 miles dist. Stood NW...

Sunday February 11th 1855

... At 3 p.m., stood NW. Ship **Cicero** in company... Lat. by Acct. 9°15' N. Long. by acct. 155°30' E.

...

Saturday Feb 17th 1855

... At daylight, saw the Island of Rota bearing W by S 15 miles dist. Stood down for the land. At Meridian, the center of the land bore North 1 mile distant. Lat. 14°08' N.

Sunday Feb. 18th

... The first part, Ship running down the land. At 2 p.m., Capt. went on shore. At 5, returned again. Stood to the North. Last part, the same, off and on, Ship **Eliza F. Mason**, in company...

[Note:] The landing place at Rota is in Lat. 14°10' N., Long. 145°26' E.

Monday Feb. 19th 1855

... Shio off and on at Rota. Last [part] of the day, taking off recruits...

Tuesday Feb. 20th

... All hands getting recruits on board.

Wednesday Feb. 21st

... At 4 p.m., Capt. came on board and stood to the North... Lat. by Obs. 15°48' N. Long. by Chron. 145°07' E.

...

[They got additional supplies at the Bonins. They struck a deal to transport the settlers there to Guam.] ...

[Migration from Bailey's Island, Bonins, to Pagan Island in the Northern Marianas]
Sunday March 4th 1855

... All this day made a bargain with the people of this Island to carry them to the Ladrone Islands for the crops they had in the ground, as they wished to leave this place. Balance of the day, employed getting those people's things on board the Ship...

Monday March 5th 1855

The first part of this day, all hands getting passengers' things on board. At 4 p.m., took the people on board and started for the Island of Pagan, one of the Ladrone... Lat. by Obs. 25°00' N. Long. by Chron. 144°10' E.

...

Friday March 9th 1855

... Saw the Islands of Guguan and Asuncion this afternoon. At 8 a.m., saw the Island of Pagan bearing WSW. At Meridian the North point bore South one mile distant...

Saturday March 10th 1855

... At 1 p.m., went on shore with one of the passengers to seek a place to land their things. At 3, found a place and commenced boating them on shore. At 10 a.m., landed the passengers with the last of their things. At 11 a.m., made sail for the Bonin Islands again. The bay those people landed in is on the West side of the Island in Latitude of about 18°12' N., Long. of about 146°00' E., the land trending about NNW to about Lat. 18°16' N. and about SW by W to about Long. 145°57', then southerly to Lat. of 18°08' N. This Island on all charts I have seen [is] laid down as two islands, one as Pagon's Island, the other as Alamanga [sic] but it is all one.¹ Lat. at Noon 18°20' N. Long. by Chron. 145°57' [E].

Sunday March 11th 1855

... Ship heading NW by N, all sail set. At 6 p.m., passed Guguan. At 7 a.m., passed Asuncion. Lat. by Obs. 20°09' N. Long. by Chron. 144°42' E.

...

[They returned to the Bonins, to gather potatoes, corn, onions, etc. Here they met the Ship **Lewis**, Capt. Bonney, Ship **Edgar**, Capt. Pearsons [rather Pierson], Ship **Meteor** of Mystic, and Ship **Narragansett** of Sag Harbor. All ships were hunting turtles on shore.]

...

¹ Ed. note: Alamagan is a separate island.

Document 1855L

The ship China, Captain Howes

Source: Log kept in the New Bedford Whaling Museum; PMB 282; Log Inv. 1037.

Note: The logbook of this voyage, 1852-58, was in two volumes. Vol. 2 is missing.

Extracts from the logbook of the Ship China of New Bedford, Capt. Willis Howes

...
 [This ship sailed past the Gilbert Island in March 1854 but too far to the east to sight any of them. The same for the Marshalls.]

...
 Jan. Saturday 27 [1855]

... We are in company with Ship **Arab**,¹ got no whales to be seen & we are steering SW by compass... Lat. 38 miles S., Long. 178°50' [W].

...
 Wednesday Jan. 31st

... At 8, spoke Ship **Speedwell**, Gibbs [of] Fairhaven. At 11, saw sperm whales. Both ships lowered their boats in company & mated. Our ship struck two whales but lost one owing to the iron breaking. Latter part, chasing. Lat. 2°55' S. Long. 176°49' E.
 (30 bbls: 15 bbls to Ship **Speedwell** of Fairhaven, Capt. Gibbs).

Thursday Feb. 1st

... Spoke Ship **St. George** of New Bedford, nothing since leaving Sandwich Islands...
 Lat. 2°45' S. Long. 175°33' E.

...
 Friday Feb. 16th

... At 5 p.m., saw Rotch's [Tamana] Island bearing N by W dist. 15 miles... Lat. 2°52' S. Long. 176° E.

1 Ed. note: Of fairhaven, Capt. Edwin Grinnel, voyage 1853-57.

Saturday Feb. 17th

... At 2 p.m., saw Rotch's Island... Latter part... one Island in sight called Clark's [Onotoa] Island. Lat. 2°12' S. Long. 175°40' E.

...

Tuesday Feb. 20th

... We saw nothing worth remarks except passed a small part of a boat, looked like the head or stern paint green, but we did [not] go to it with a boat... Lat. 59 miles S., Long. 170°43' E.

...

Friday Feb. 23rd

... Saw Ocean [Banaba] Island bearing NNW dist. 25 miles... Lat. 1°03' S. Long. 169°40' E.

...

Thursday March 1st, 1855

... At 5 a.m., saw Ocean Island. We steered for it. At 10 a.m., lowered a boat. The Captain went near the shore but too rough to land. At noon, we were about 1 mile from the Island... Lat. 49 miles S. Long. 169°50' E.

Friday March 2nd

... At 4 p.m., we kept off to pass S. of Ocean Island... This day saw several schools of blackfish & 3 ships. Lat. 37 miles S., Ocean Island bearing SE 15 miles.

...

Thursday March 8th

... At 6 [a.m.], saw Strong's [Kosrae] Island bearing W dist. 25 miles. Steered for it...

Friday March 9th

... At 4 p.m., we were down to Strong's Island. A boat & 6 natives came alongside & represented that there were two harbors with good anchorage & that plenty of wood & water & pumpkins, oranges, bananas & other kinds of fruits to be had. We laid by all night, thinking to go in the next day but owing to thick weather, rain & strong blows, we did not see the Island, yet it was not more than 15 miles off... It is raining in torrents & heavy squalls, wind SE.

Saturday March 10th

... At 4 p.m., cleared off some. Saw Strong's Island bearing NW dist. 20 miles. We laid by all night. In the morning, we steered for it, hoping to get some wood. At 10 a.m., the Capt. went on shore with a boat's crew but returned at noon without success. Brought off a few coconuts & bananas, oranges, etc. Squared in the yards & steered W 1/2 S...

Sunday March 11th

... At 8 [p.m.], spoke an English Bark, **Rifleman** of London, for Guam...

...

Tuesday March 13rd

... At 2 p.m., saw an Island called McAskill's [Pingelap]. At 6 p.m., we were on the S side of the Island, 3 miles dist. Saw quite a number of natives on the beach. We shortened sail & laid by all night. In the morning, we passed to the weather of them, steering into the WNW... Lat. 6°34' N. Long. 160°12' E.

[Note:] The lat. & long. of Hope [Arorae] Island is correct. Rotch's Island is laid down 10 miles too far South. Ocean I. & Strong's I. & McAskill's & Wellington's Islands are correctly laid down.

Wednesday March 14th

... At 3 p.m., saw Wellington's [Mokil] Island. We bore up for them, they bearing WSW dist. 10 miles. At sunset, we were up to them & passed them... morning... at 7, kept off W by N for Ascension [Pohnpei] Island. At noon, we were in the Lat. & Long. but did not see land. We could see some 15 miles around... Lat. 7°05' N. Long. 158°50' E.¹

...

1 Ed. note: They were too far north of it. The rest of the logbook (Vol. 2) is missing.

Document 1855M

The ship Florida, Captain Williams

Source: Log 762 (A & B) in the New Bedford Whaling Museum; Log Inv. 1761.

Notes: Ship Florida of Fairhaven, voyage of 1854-58 under Capt. Thomas W. Williams. Journal kept by S. B. Morgan, 4th mate, as shown on the cover of Vol. 2.

Extracts from the logbook kept by S. B. Morgan

[The crew included: John W. King, 1st Mate; Joseph Freelover, 2nd mate; John Johnson, 3rd Mate; Thomas Johnson, Jr., Steward; Edward Signor, George Thatcher, John Bachus, as Boatsteerers.]

[The departure]
Nov. 8th [1854].

Bound for the Cape Verde Islands... 2 or 3 of the watch below are on deck for not knowing the rigging. The Captain, he has got a bomb lance for shooting whales and he has got it on deck practicing it. He has got so he can shoot pretty straight with it. He does not shoot lances but bullets. Lat. 22°15' N., Long. 25°16' W.

9th

... The first thing this morning when the mast heads were manned, the man forward, a green hand, commenced to sing out "There She Blows" and there she lays all out of water which caused a great excitement and the Captain and the officers all started aloft with spyglasses expecting to see a sperm whale but could see nothing but the shade on the sea as it rose and fell and when it looked black, he took it for a whale's back. They are very "fishy" and are capt to imagine they are spouts or whales very often.

Nov. 10th

... Saw a large school of blackfish and lowered for them... The Captain took his bomb lance gun and fired balls at them 4 or 5 times but did not hit them as it would not go under water but skip and go over them...

...
[After one season in the Arctic, the Ship made a clockwise sweep of the North Pacific Ocean.]

...

Dec. 20th [1855]

... Passed the small island of Enderbury in the Lat. of 3° South. The Ship's course is Westbound for the Kingsmill [Gilbert] Group, from thence to Styrong's [Kosrae] Island. Lat. 3°18' [S.], Long. 172°42' [W].

...

Dec. 25th. At Kingsmill Group 1855

Fine weather and good breeze from the Eastward but awful hot. We made the Island called Byron's [Nukunau] at 5 p.m. but could not fetch within 10 [miles] of it. There was one canoe [that] came off with 3 or 4 natives in it with a few green coconuts which the crew bought. They were rather darker than the S[andwich] I. natives but with that exception very much like them.

16th

Made Sydenham's [Nonouti] Island about noon but did not go near it on account of light winds and besides there were dangerous coral reefs making out all around. There were quite a number of canoes started from the shore for us but could not catch us. The Captain would not stop for he is in a hurry to get to Strong's Island to stop the leak which is now quite bad. Lat. 1°30' S. Long. [blank].

...

Dec. 30th. Cruising near the Line. 1855

Dead calm. The sails all clewed up or down. The weather is so warm, it is almost impossible to keep comfortable. Towards night, when it got a little cooler, all hands went in swimming. The dog, he was overboard with the rest and during the excitement, whilst one of the foremost hands named Baker was shouting and making quite a fuss in the water, the dog thinking he was sinking or from some cause or other, went to him and took him by the ear and came near taking it off. He tore it quite bad and if there had not been help, near would have drowned him. Lat. 00°33' [S], Long. 170°35' [E].

31st

Strong breeze from the NW. Made Ocean [Banaba] Island but the wind hauling ahead we could not fetch it, we tacked once or twice for it and at night were about 10 miles to leeward of it. During the night, we beat up there. Spoke the **Coral** of New Bedford, only small sperm whale since leaving the [Sandwich] Islands.

January 1st 1856. At Ocean Island.

Laying off and on at Ocean Island (which lays in Lat. 00°48' E. Long. 160°50' E). The Captain went ashore to trade. I went with him and brought off the trade as often as he loaded the boat. The trade consisted of fowls, squashes (which everybody here call pumpkins) and coconuts. The natives are kanakas and the men are a large and fine-looking set of fellows. They wear no clothing at all as it is always warm and they do not need any. The women are generally small and good-looking. They wear a sort of fringe about their middle called **tapa**. Tobacco is all they want as trade. They do not appear

to know anything about rum and money is of no use to them. Time they consider as of no value and will sell anything that they have spent a month or more making for one or 2 plugs of tobacco. They do not chew but smoke all the time if they have got any weed. There are two or 3 white men living there who can only just get a living and a poor one at that. They trade with the natives for the ships that come here and get a little tobacco or something for compensation.

It rained quite hard most part of the day. At 5 p.m., we braced forward and stood away to the Northward and Westward.

Jan. 2nd. Bound to Strong's [Kosrae] Island, 1856

... It has been raining constantly all day and very hard. One sail in sight.

4th

... Have not seen the sun since leaving Ocean Island.

...

10th

... About 7 a.m., made Strong's Isl;and. At 10, Captain lowered his boat and pulled into the Harbor where he found the Ship **Emily Morgan** and Bark **Gratitude**. The **E. M.** had been in there 6 weeks from not having a chance to get out as the passage was only 4 ships lengths wide and the trade wind s blowing right in. Capt. Williams hesitated about going in but they told him that there must be a change before long for the wind had been blowing from the same quarter for 2 months, and it was a good place to fix ship and there was no chance for men to run away. He concluded to go in. The Pilot then came out and took us to anchor. At 4 p.m., our anchor was down and all sail furled.

11th

At high tide, made fast to a couple of coconut trees and hauled the ship on to the sand beach and at low tide her bows were all out of water. The Carpenter then went to work taking off copper and sheathing to find the leak which we knew was somewhere in the bow. He found it to be an old trunnel hole with the trunnel nearly through.¹ He put in a new one and at high tide the ship was afloat again.

[A mutiny foiled]

12th

Commenced getting off water. One watch went ashore. We were kept busy getting off wood & water, painting and one thing and another for 7 or 8 days when the ship was pronounced ready for sea. We then wished for a fair wind out. As the Captain said, if he could get out by the first of February he would go to Hong Kong for recruits and all hands were anxious to go there. It is now the 26th and there is as little prospect of getting out as there was when we first came in. All 3 ships are now ready for sea and

1 Ed. note: Trunnel, or tree nail, a wooden plug used to join two pieces.

are watching every opportunity to get out either for a fair wind or a chance to haul out. There are 3 small anchors dropped outside to send lines to if there comes a calm long enough for us to haul out. The **Rousseau & FPacific** have both come here [intending] to come in but after finding what a predicament we were in have gone away satisfied.

On the first of February in the evening, just as the Captain landed on the beach, one of the crew by the name of John Toham came to the Captain and told him that there was a conspiracy plotting between some 35 or 40 men from the three different ships to run away and also that they were armed and intended to resist if there were any attempts made to capture them either by the natives or officers of the ships. He said the ringleaders were George Thatcher, one of our boatsteerers, and the Steward. The Captain then came on board and put Thatcher and the Steward in double irons and put them in the sun (the appointed time for starting was that night), and gave orders for the officers to stand guard over the Forecastle and not allow a man to come on deck. In the morning called all hands on deck and searched the Forecastle, where we found 2 muskets, all the blubber room spades, several hatchets and quite a number of sheath knives, most of which the Steward acknowledged having stolen from aft and intended taking ashore. Most of our crew were engaged in this affair but agreed to go to duty and not attempt such a thing so the Captain let them go forward. He took from the Steward a document of which the following is a copy.

“We, the undersigned, hereby pledge ourselves mutually one to the other to use our best endeavor to assist each other in the following undertaking: 1) To make good our escape from our respective vessels. 2) To cling together in a body for mutual safety and defense. 3) To defend ourselves and each other from all assaults and attempts at capture to the outmost of our endeavors and to the last extremity, having for our motto: War to the Hilt! 4) If success attends our endeavors, to cling together as a band of brothers, and be governed by such rules and laws as a majority may determine upon. 5) In all things relating to this affair, to keep the strictest secrecy. In approval of the above, we hereby sign our names and affix our seals.”

William Douglas
 Émile Benoit (French)
 John Brown
 John F. Toham
 Harold Barnsley
 John Clarke
 Alex Brown
 James Steele, Jr.
 John Allen
 Francisco Silva
 Peter Hate (French)
 Lewis Hate (French)
 Charles Hate (French)
 Henry Lamb

William West
George W. Burwell
James A. Wixen
Alonso Steadman
William Smith

Thatcher's, Steward's and some other names had been on the paper but before the Captain got it, they were torn off. After Thatcher and the Steward had been in the sun about 10 days, Thatcher took off his and the Steward's irons one night, and would have gone ashore had Thatcher had time to have gone ashore and come back with a canoe for the Steward (for the Steward cannot swim) but as they had not time, they stowed away in the Main Hatchway to wait for another night. In the morning, when the Mate went below to bring them on deck, he found the shackles there but the birds had flown. He then gave orders for searching the ship and was astonished to find them in the Main Hatchway. They then were brought on deck when the Captain ordered them to be seized in the main rigging when he flogged them fiving Steward a dozen and Thatcher 5 lashes, and put them in irons again. to lay there until the ship sails. The Captain put John Toham in [as] Steward and put the Old Steward forward. He also put Thatcher forward and put a Kanaka in BoatSteerer.

Description of the Strong Island Natives.

The natives of Strong's Island are Kanakas and the most filthy and dirty-looking I ever saw. They are generally small and slim in stature and as scaly as a fish, the cause of which is owing to their rubbing themselves with coconut oil and then going into salt water. They are very indolent and lazy, doing nothing with the exception of gathering their food, which consists of breadfruit, bananas & green coconuts and sometimes catching a few fish. The women are kept busy weaving what they call Strong's Island trousers. They are a sort of sash or scarfs made from the fibers of banana trees wove up about 4 feet long and 8-inch wide which they wind about their middle. The women wear them wrapped plain around but the men fold and cross theirs between the legs. They made them of a great variety of ccolors. To make 2 colors meet, they knot 2 threads of different colors together. In some of their trousers, there are some thousand knots and it is interesting to sit and watch them knot and weave them. They do it with such dexterity.

They are governed by a King and Chiefs and all the natives in the Islands are owned by some 8 or 10 cvhiefs, and are under greater subjection than our slaves at the South. If they meet a chief, they must squat until he passes or gives them a signal to go on. If the King or one of the high Chiefs happens in an inferior house, the inferior cannot enter without a signal from his superior, but must continue sitting outside until the former is gone. They are nearly all hunchbacks or very round-shouldered from walking in stooping positions. The women have a very awkward both feet being turned out and when they sit they sit with both legs from the knee pointing straight out from the body.

[Kosraean religion]

They have a religion but stand in great fear of a supposed devil which they call Blue Skin which they think is a very large fish of the eel kind that has power to do with them anything he wishes, either cause their death or happiness, take their children from them and all such foolishness. Any house when a chief has died is ever after tabooed by them (no one is allowed to live or enter into it) except by those who go in to feed Blue Skin. They consider it essential to keep heaps of food and drink in secret places for Blue Skin for fear of his anger rising upon them, and it puts them in great fear to see a sailor disturb such as they have placed at Blue Skin's disposal. There are any quantity of a sort of conger eels about their reefs which they call Blue Skins and you could not hire one of the natives to kill one, and if you kill one of them and carry it into a house, they will immediately desert it and be down on the offender forever afterwards.

[Kosrae's ancient ruins]

There is [a] mystery [that] hang over the Island of which the oldest inhabitants cannot account or are afraid to speak of. There are remains of wharves that have been built about the harbor and stone walls all about the Island which this race never could have built nor could have had need of. Some of them are 20 feet high and 4 or 5 ft thick with stones nearly at the top that will weigh 8 or 10 tons. It is supposed by the Missionary and others that lived there to once have been the resort of pirates or other marauders and that these large pens and caves were to put prisoners in. There is also frequently iron and copper implements found which the natives have neither material nor faculty for making.

Mar 9th 1856. Left Strong Island.

This day, the wind being very light, and the water smooth, the Captains concluded to haul their ships out or at least to try. They went ashore and got all the natives they could to keep haul and then put 2 small anchors outside and run a line to one and hawser to the other. We then took our anchors and commenced hauling and in an hour were outside with all sail set standing off shore. We then turned to and got the other ships out.

10th

In the morning, light winds and rainy weather. We went in shore and got our anchor & then made sail for Guam, where we arrived on the 17th having had a good breeze all the way. We parted from the Bark **Gratitude** on the 11th and saw the Clipper ship **Calumet** of New York on the 14th bound towards Hong Kong.

17th

Having had a fair wind and good breeze, we have arrived off Guam this morning. The Captain went ashore to see if he could get recruits for the N.W. and was told if he would wait 3 or 4 days he could have 30 or 40 barrels of sweet potatoes. We waited 2

days and got about a bbl. when he concluded he had better leave. He came on board on the evening of the 10th and gave orders for all sail to be put on the ship that could be set for he was bound for Hong Kong. Spoke the **Henry Kneeland** bound to the Oshotsk [Sea].

22nd

Light wind and fine weather, ship steering WNW. Watches engaged repairing the sails we split when we left Strong's Island. Whilst in Guam, discharged Harold Barnsley sick with the liver complaint. The Captain is also a little unwell.

...
[After Hong Kong, they went to the Ochotsk Sea right whaling. Mrs. Williams, the Captain's wife was aboard. The Captain bought a new bomb lance from the Ship **Omega**, a Grunner gun.]

[Vol. 2 is entitled:] "Journal of the Last Cruise of the Whaleship Florida (of F. H.) on her Voyage, Commencing in 1854, by S. B. Morgan."

Bound to Wellington's Island, 1856.

10th Dec. 1856.

... As the moon is now full, we are in a hurry to get on the Line as ships expect to see whales on the Line whenever the moon changes in full. Lat. 2°50' N., Long. 173°14' [W].

...

14th

... During the night, laid aback expecting to see Byron's [Nukunau] Island in the morning.

15th

Weather squally and hazy. Did not see Byron's Island as we laid aback on the wrong tack. Latter part, saw Peroits [sic = Beru] Island bearing SSW distant 20 miles. At sun-down, took in sail. Lat. 1°45' S., Long. 176°11' E.

16th

... At 10 a.m., raised Sydenham's [Nonouti] Island ahead about 12 miles off. Passed along the weather side of it within 4 or 5 miles. The Captain would not venture very near in as there are quite a number of coral reefs off shore which are dangerous. Besides, the natives are a treacherous set of cannibals and have taken 2 or 3 ships. 3 canoes came alongside of us but they had nothing with the exception of 2 or 3 mats and a few coconuts...

Dec. 17th 1857. Bound to the Bonin Islands.

...

18th

... Spoke the Bark **Virginia** of New Bedford, 16 months out, 200 bbls sperm oil. Had taken 2 whales 2 days before and was then trying out. She was just out from Strong's Island and reports some 20 ships in there.

[Pohnpei princess stranded at Banaba]

19th

... At daylight, raised Ocean [Banaba] Island under our lee about 15 miles off. Ran down to it. At 10 a.m., was loaded with natives who brought coconuts, chickens off to sell. Captain went ashore and bought about 300 fowls. A sister of Chief of Ascension was here and applied to the Captain for passage to Ascension but as we are not going there he could not take her. She had left Ascension in company with some missionaries in a schooner bound for some Island in this vicinity. As soon as they arrived there, they were all murdered but her, and she has not been able to return home since. At 3 p.m., left Ocean Island and stood to the westward bound to Pleasant [Nauru] Island.

Dec. 21st 1856. At Pleasant Island.

... At daylight, raised Pleasant Island bearing WNW distant 20 miles. We stood within 4 or 5 miles of the land when 2 white men came off in whale boats and quite a number of natives in canoes. The Captain came here to buy hogs but as they asked 5 cents a pound for them and would allow only \$5 for a musket, he bought only 3 and left.

22nd

Ship steering N by W with an easterly wind. The Captain and Cooper busy fixing the gun boats... Lat. 00°25' N., Long. 166°50' E.

...

25th

... For dinner had plum duff and several different messes of chicken to put us in mind that it was Christmas.

Friday Dec. 26th 1856. Bound to Bonin Islands.

... At daylight, raised Strong's Island about 2 points on our lee bow bearing WNW. Stood down for it and at dark were within 15 miles of it. Saw a sail in shore lying aback. During the night, passed around to the Northward of the Island and kept the ship off W by N. Lat. 5°20' [N], Long. 162°26' [E].

Saturday Dec. 17

... Strong's Island bearing ENE from us about 30 miles off. The ship we saw yesterday is now ahead of us standing the same way which is NW by W. The Captain thinks it is the **Northern Light** as she is a black clipper and beats us. Latter part, ship out of sight ahead... Lat. 6°50' [N], Long. 159°40' [E].

Sunday Dec 16th

... Ship steering W by S going 8 or 9 knots. As it is the sabbath, the crew are amusing themselves as they like either reading or lying about decks. As most of them are Kanakas and have no books in their own tongue and cannot read English, they are lying about decks asleep or in groups spinning yarns.

Monday Dec. 29th 1856

Strong wind all day from the Eastward and squally weather, the ship laboring heavy and acting bad which is accounted for by her being some 2 feet by the stern. Expected to see Wellington's [Mokil] today but the Captain thinks we passed to the North of it last night. Crew busy tarring down rigging and making sennet. Latter part, ship going over 10 knots and wetting the decks continually. Lat. 8°55' N., Long. 155°49' [E].

...

Friday 2nd [January 1857]

... Ship steering NW by W bound for the Island of Gregan [Agrigan] for hogs... 4th Mate painted his boat...#FE d. note: Author, who was 4th mate at the beginning of the voyage, is probably 3rd mate now (see also next entry. Lat. 18°19' N., Long. 148°00' E.

Saturday Jan. 3rd

... Ship laying aback nearly all night, the Captain expecting to find himself near Gregan in the morning. Daylight at length came but there was no land in sight. The ship was then kept off to the westward, until 2 p.m., when seeing no land, she was hauled on the wind heading SE and was kept on that tack the remainder of the day but still no land was to be found. During the day, the men were employed in the rigging and making spun yarn. 2nd Mate painted his boat. Lat. 18°40' [N], Long. 145°11' [E].

Jan 4th 1857. Bound for the Bonin Islands.

At 3 o'clock A.M. tacked ship and stood to the Northward having given up all hope of finding Gregan and the Captain has convinced himself that it is laid down wrong on the chart. We have sailed over where it is laid down on the chart and have been 30 miles East & West of the place.

...

[They were soon at Peel Island, Bonins, where they found a total of 23 men and about 15 women living there, at first, but later the count was revised to 32 men and 13 females. Only one of the original settlers of 27 years earlier remains; his name was Savory. The local men were addicted to rum. The Captain got a tail-less cat and intended to take it home as a curiosity. They soon left for the Yellow Sea, in company with the **Northern Light.**]

...

Document 1855N

The Emily Morgan, Captain Chase

Source: Log kept in the New Bedford Whaling Museum; PMB 302, 692; Log Inv. 1581.

Notes: The logbook was kept by the 1st Mate, James R. Simonds (1854-56), then by the new 1st Mate, Graham P. Foster.

Extracts from her logbook

...

Thursday the 25 [July 1855]

... At 1 p.m., rose Byron's [Nukunau] Island. Kept the Ship off to the West by North. At 3 p.m., steering NNW... At daylight, Byron's Island in sight. Ran down within 8 or 10 miles of the North point. A number of canoes came off. Hove aback the main yard for to trade with the natives. Laid aback about 30 miles, then kept the Ship WNW. Lat. 00°55' S. Long. 176°02' E.

Wednesday the 25

... At 1:30, rose the Island of Perote [Beru]. At 5 p.m., rose a school of sperm whales...

...

Friday the 10 [August 1855]

... At 2 p.m., rose Sydenham's [Nonouti] Island distance 20 miles bearing SW. At 4:30 p.m., hove aback the main yard to trade with the natives... Lat. 00°22' N. Long. 173°44' E.

...

Friday August the 17th, A.D. 1855

... At 6 p.m., gammed with the Ship **Peruvian** of Nantucket, Capt. Hussey, 650 bbls sperm... At 3 a.m., tacked Ship... Lat. 00°55' N. Long. 174°13' E.

Saturday the 18

... At 4 p.m., gammed with the Ship **Peruvian** of Nantucket, Capt. Hussey...

...

Friday the 24

... At 3 p.m., rose Sydenham Island...

...

Monday the 27

... At 2 p.m., spoke the Bark **Carnarvon** of Sydney, Capt. Euric, 2 months out, 100 bbls sperm oil. Capt. Chase went aboard a short time.. At 6 a.m., rose sperm whales. At 7 a.m., lowered the 3 larboard boats. The Waist Boat struck & drawn. The Bow Boat struck the same whale and brought him alongside at 12 M. Lat. 00°12' S. Long. 174°19' E.

...

Wednesday the 29

... Latter part, Ship heading E. Drummond [Tabiteuea] Island in sight. Lat. 1°30' S. Long. 175°11' E.

...

Saturday the 1st of September

... AT 3 p.m., wore ship. Canoes came alongside with hats and coconuts. At 6 p.m., steering S... Lat. 00°00. Long. 174°21' E.

Sunday the 2nd

... Sydenham's Island in sight...

...

Tuesday the 4th

... Drummond Island in sight... At 2:30 p.m. Lat. 00°36' S. Long. 174°01' [E].

Wednesday the 5th

... Sydenham's Island in sight...

...

Friday the 21st

... At 11 a.m., land in sight... At 3:39 p.m., [Lat.] 00°07' N, Long. 173°07' E.

Saturday the 22nd

... At 12 Mer., rode Woodle's [Kuria] Island. At 3:40 p.m., Lat. 00°42' N, Long. 184°00' E.

...

Monday the First Day of October

... At 5:30 a.m., Ocean [Banaba] Island in sight bearing SSW. Steering for the land. At 9 a.m., the natives came aboard with fowls & pumpkins. At 3:00 p.m., Lat. 00°48' S, Long. 169°42' E.

Tuesday the 2nd

Comences pleasant with a light breeze and main yard aback trading with the natives. At 4 p.m., heading North...

...

Friday the 9 [November]

... At 6:30 p.m., spoke the Ship **Louisiana** of New Bedford, Capt. Norton, 28 months out, 850 bbls of sperm oil, 9 days from Strong's Island... At 2:17 p.m., Lat. 00°32' S, Long. 171°15' E.

...

Sunday the 11

... At 6 a.m., Ocean Island in sight bearing NW by W 1/2!...

...

Wednesday the 14th

... AT 2 p.m., Ocean Island bearing W 1/2 S distance 12 miles... At 8 a.m., some half dozen canoes came off with a few pumpkins. At 11 a.m.... heading from W to NW... At 3:04 p.m., Lat. 00°44' S, Long. 169°44' E.

...

Tuesday the 20

... At 5 p.m., gammed with the Ship **Young Hector** of New Bedford, Capt. Smith, 1100 bbls sperm. Middle part, steering WNW in company with the **Hector**... At 3:25 p.m., Lat. 1°00' N. Long. 169°21' E.

Wednesday the 21st

... Steering WNW gamming with the **Young Hector**... At daylight, the **Hector** one point forward of the lee beam. At 9 a.m., saw her whaling hard up and steered for her. At 3:16 p.m., Lat. 00°55' N, Long. 168°15' E.

Thursday the 22nd

... At 4:30, lowered... The Waist Boat struck... At *:30 brought the whale alongside... At 3:19 p.m., Lat. 00°34' N, Long. 167°42' E.

...

Sunday December the 2nd, A.D. 1855

... At 6 a.m., rose Strong's [Kosrae] Isalnd bearing W by N.

MOnday the 3rd

... Steering for the land. At 1:30, came to anchor, furlled the sails and let the Larboard Watch go ashore... Latter part, pleasant. Employed getting off fresh water and stowing it down.

Tuesday the 4th

... Middle part, the Starboard Watch ashore on liberty. At daylight, the watch came on board. Latter part, pleasant. All hands employed getting off water and 200 pumpkins.

...

Friday the 7

... Employed painting Ship, stowing off the main hatch and getting off 3 boatloads of wood... Latter part... employed breaking out the after hatch and splitting wood and stowing it down...

Saturday the 7 [sic]

... Latter part, not working, it being Sunday in port.

...

Thursday the 12th

... Employed gettng off wood and coconuts and various other ways.

Friday the 13th

... All ready for sea, waiting for a fair wind.

...

Monday the 16th

... At daylight, hove up the anchor and hauled closer in shore... Ship wind bound.

...

Monday the 24

... Ship still waiting for a fair wind or a calm.

...

Wednesday the 26th

... A sail in sight off the mouth of the passage...

...

Friday the 28th

... Sail in sight off the mouth of the passage. Ship wind bound.

...

Tuesday the First Day of January [11856]

... At 6 p.m., the Ship **Orozimbo** laying off and on the mouth of the passage... At 9 a.m., Capt. Rowley of the **Orozimbo** came on board.

Wednesday the 2nd

... At daylight, the Ship **Atlantic** of Nantucket in sight off the passage, Capt. Coleman, 18 months out, 900 sperm...

...

Friday the 4th

... At daylight, a light breeze out of the harbor. Got under way and stood for the mouth of the passage. When the ship got handy to the passage, the wind struck us all aback. Came to anchor and furled the sails...

...

Monday the 7th

... At 5:30 p.m., the Ship **Gratitude** of New Bedford came to anchor in this port...

...

Wednesday the 9th

... At 12 Mer., sail in sight off the passage steering to the Southward. Ship wind bound.

...

Friday the 11

... At 3 p.m., the Ship **Florida** of Fairhaven, Capt. Williams, 15 months out, 900 bbls whale oil, 6 weeks from the SAndwich Islands, came to anchor in this port...

...

Sunday the 3rd [February 1856]

... The Ship **Rousseau** in sight off the passage...

Monday the 4th

... Ship **Pacific** in sight off the passage...

...

Wednesday the 6th

... All hands employed getting off a raft of fresh water, caulking and paying the deck seams... Ship wind bound.

...

Thursday the 7th

... Employed scraping the pitch off the deck. Ship wind bound.

...

Sunday the 10th

... The Ship **Florida** started to go out but had to come to anchor in the passage.

...

Tuesday the 12th

... All hands employed repairing the main top sail and helping the crews of the Ship **Florida** and Barque **Gratitude** to make a wooden anchor to put outside of the passage to haul out the ships.

Wednesday the 20th

... The Ship [blank] in sight off the passage.

...

Thursday the 6th [March]

... The Ship **Florida** tried to get out but did not succeed...

Friday the 7th

... Put down the wooden anchor. All hands but 3 or 4 from this Ship and from the Barque **Gratitude** went on board of the Ship **Florida** and hauled her outside.

Saturday the 8th

... All hands that they could spare from the **Florida** and **Gratitude** came on board and helped haul this Ship out and then went on board of the **Gratitude** and lauled her

out. Middle part, standing off and on the land. Latter part, employed getting the anchors and lines that the ships hauled out with.

...

Sunday the 9th

... At 6 p.m... heading NE. At 2 a.m., tacked ship. Latter part, Standing along the land. Weather, rainy.

...

Sunday the 16th

... Sail in sight on the lee beam steering to the NW. At 2:04 p.m., lat. 13°04' N. Long. 150°08' E.

...

Wednesday the 19th

... At 5:30 p.m., rose the land of Guam bearing W by N. Altered the course to W by N1/2N... At 7 a.m., the Captain and his Lady went on shore. The Ship standing off and [on] the town, the Captain ashore after recruits.

Thursday the 20th

... The Barque **Gratitude**, Ships **Fabius**, **California**, & **Braganza** on the same business for recruits. AT 7 a.m., sent the boat ashore.

Friday the 21st

... At 4:30 p.m., the boat's crew came on board. At 6 a.m., sent a boat ashore.

Saturday the 22nd

... Ship standing off and on the town. At 5 p.m., the Captain and his lady and boat's crew came on board with some sweet potatoes and pumpkins. At 6 a.m., the Captain went ashore and got some more potatoes making in all nearly 37 hundred [blank].

Sunday the 23rd

... At 3 p.m., made sail and started for the Japan whaling ground steering NW by N... At 2:02 p.m., Lat. 1531' N, Long. 143°43' E.

...

[In the Bonins, they met the **Huntsville** of Cold Spring, the **Martha** of Fairhaven, the **Henry Taber**, the **Mercury** of New Bedford, the **Ocean Rover** of Nantucket, the **Winthrop** of Fairhaven, They cruised slowly eastward and, while returning toward the Line, they met the **Norman** and the **Young Hero** (both of Nantucket at position 5° N & 164° E.)

...

Monday the 19th [September 1856]

... Strong's [Kosrae] Island in sight. At sunset, shortened sail... At 8 a.m., came to anchor in the Weather Harbor of Strong's Island in company with 14 sails.

Tuesday the 30th

... Employed getting off water... Latter part, all hands employed getting off and stowing water...

[New handwriting at this point, by the new log-keeper]

Tuesday September 30th, 1856

... James R. Simons, First Officer of the Ship **Emily Morgan** left and went on shore. Shipped Graham P. Foster, the Second Officer as First Officer and Joseph Ertes, 3rd Officer as Second Officer and went on getting water and wood and their duty as heretofore.

...

Wednesday 2nd [October 1856]

... At 2 o'clock p.m., the Bark **Winthrop** came to anchor. The **Apphia Maria** laying off and on...

...

Saturday 4th

... 4 ships came to anchor in this harbor.

...

Thursday 9th

... The **Mayflower** [of San Francisco] and **Marengo** went to sea. The Larboard Watch went ashore.

...

Saturday 11th

... The **Potomac** and **Othello** went to sea...

...

Monday 13th

... Latter part, one man named Adams deserted. The Larboard Watch went ashore. The Capt. bought 3 hogs. The watch employed variously. Got off 7 casks of water...

...

Wednesday 15th

... Four ships went to sea. The Larboard Watch went ashore. The watch employed painting outside.

Thursday 16th

... Sent 2 boats to cut wood. Finished painting outside. Stowed off the fore hold. All hands on board.

...

Sunday 19th

... 3 ships went to sea. All hands employed in getting off coconuts and other duty. Painted the stern and white waist all around...

...

Tuesday 21st

... Got off and stowed away 2 boatloads of wood. Got some yams... A man named Brown deserted. Latter part, all hands employed getting off wood.

...

tuesday 28th

... Broke out for sugar. Wet hold. The Larboard Watch went ashore. Rainy weather. Bought 2 large hogs.

...

Wednesday 29th

... At 1/2 past 2 o'clock, the carpenter died. Latter part, preparing for the funeral.

Thursday 20th

... At 5 p.m., buried the carpenter...

...

Tuesday 4th [November]

... Middle part, squally. A good many ships dragged. Latter part, rainy. The **Isaac Howland** on the reef but was soon got off. The Starboard Watch went ashore.

Wednesday 5th

... Made preparations for going to sea but being too much swell did not attempt it. Got off a raft of water.

Thursday 6th

... A heavy swell heaving in the passage...

...

Sunday 9th

... A sail in sight. Wet hold. The watch went ashore.

Monday 10th

... The Bark **Harvest** of New Bedford came to anchor at 2 p.m...

...

Wednesday 12th

... At 8 a.m., took the anchor and went to sea... steering NE by E.

Thursday 13th

... Laying off and on the land... Saw 2 sails...

Friday 14th

... Latter part, sent a boat ashore to tow out the other ship... Two sail in sight.

Saturday 15th

... The boat came off but went back... Spoke the **Virginia**. Spoke the **NOrman**. A

sail in sight. The land 10 miles dist.

Sunday 16th

... Two sail in sight. The land in sight 20 miles dist.

...

Tuesday 18th

... Aent a boat ashore. 2 sail in sight. Laying off and on the land.

Wednesday 19th

... Spoke the **Ocean Rover**, and got our boat's crew. Also spoke the **Apphia Maria**... Lat. by Obs. 5°20' [N]. Long. 161°57' [E].

Thursday 20th

... 2 sails in sight steering the same as we are. Lt. by obs. 6°20' N. Long. by Chron. 161°20' E.

Friday 21st

... Sighted NcAskill [Pingelap] Island. 3 sail in sight... Spoke the **Ocean Rover** and **Apphia Maria**... 2 sails in sight. Lat. by obs. 6°00' N. Long. by Chron. 160°15' E.

Saturday 22nd

... Land in sight 12 miles dist. bearing NE...

...

Monday 24th

... Steering for the land. Lat. by obs. 6°20' N. Long. [blank].

Tuesday 25th

... Ran in to the land and traded for some coconuts and fowls. Shipped a native. Spoke the **Ocean Rover**...

...

Sunday 30th

... Sighted Wellington's [Mokil] Island at sundown bearing E... Lat. by Obs. 6°46' [N].

Monday 1st of December

... Ran down to the land. The Capt. went ashore to trade.

Tuesday 2nd

... The Capt. still ashore trading. At sundown, tacked off shore... Latter part, got some hogs, fowl and taro.

Wednesday 3rd

... The Capt. got through trading and came off and wore ship steering S. Shipped one man... Steering S by W, a sail in sight. Lat. by Obs. 4°48' N. Long. by Chron. 159°26 [E].

...

Monday 8th

... Steering SW by W. Sighted Duncan's [Dunkin = Nukuoro] Island... The **Ocean Rover** in sight. Lat. by Obs. 3°48' N. Long. by Chron. 155°07' #.

...

Thursday 11 Nov

... Sighted Young Williams [Satawan] Island. The natives came off to trade Middle part, stood off and on the land. Latter part, the natives came off and traded. Lat. by Obs. 5°17' N. Long. by Chron. 153°07' [E].

Friday 12th

... Spoke the Ship **Norman**, also the **Ocean Rover**...

...

Sunday 10th [January 1857]

... At 8 a.m., sighted one of the Pillew [Palau] Islands. Gammed with the **Ocean Rover** and **Norman**. Lat. by Obs. 7°15' N. Long. by Chron. 134°37' E.

...

Tuesday 12th

... Sighted another of the Peliew Islands... Lat. by Obs. 6°28' [N]. Long. by Chron. 133°33' [E].

...

Friday 23rd

... Sighted the Asia Islands...¹

...

Monday 16th

... Sighted Helen Shoal... Lat. by Obs. 2°45' N. Long. by Chron. 133°14' E.

...

Saturday 21

... Sighted the Island of Polunana [sic = Pulo Ana]... Lat. by Obs. 4°32' N. Long. by Chron. 132°02' E.

Sunday 22nd

... Poluanna bearing WNW 12 miles dist.. Spoke the **Norman**. Steering NE. Lat. by Obs. 4°15' N. Long. by Chro. 133°40' E.

...

1 Ed. note: North of western New Guinea.

Wednesday 25th

Spoke the Bark **E.L.B. Jenney** 4 months out, 25 bbls sperm... Lat. by Obs. 1°40' N. Long. by Chro. 136°57' E.

...

Wednesday the 1st of April [1857]

... Spoke the Bark **Palmetto** of San Francisco... Lat. by Obs. 4°44' [N]. Long. by Chron. 133°13' [E].

...

[The ship bypassed the Marianas on the way to the Bonins. There they met the **Norman, Henry Taber, Mercury, Florence, Young Hero, Sea Breeze**, while they cruised in that area until mid-July. In 1858, the ship was back in the Gilberts.]

...

Monday 21 [February 1858]

... At 1/2 past 1 o'clock, 3 natives deserte into the canoes and went ashore. Shipped two more... Latter part, sighted Perote [Beru] Island. The antives came off and traded... Lt. by Obs. 1°06' [N]. Long. by Chrono. 175°58' [E].

...

Saturday 27th

... Sighted Simpson's [Abemama] and Woodle's [Kuria] Islands... Lt. by Obs. 00°1' N. Long. by Chron. 173°12' E.

...

Saturday 6th [March 1858]

... At 3 p.m., sighted Ocean [Banaba] Island... Lat. by Obs. 1°02' S. Long. by Chron. 169°13' E.

...

Saturday 12 of March

... Spoke the Ship **Arctic** of Fairhaven, bound to the North.

...

Friday 19th

... At 6 p.m., saw a boat of sail set and one man. Picked him up and his boat too.¹ The man said that he had been in the boat 30 days... Lat. by Obs. 00°24' N. Long. by Chron. 168°10' E.

...

Sunday 21

... Sighted Ocean Island... Lat. by Obs. 26 miles S. Long. by Chron. 169°57' E.

...

Tuesday 30th

... Spoke the Bark **Sea Shell** of Warren...

...

1 Ed. note: See the story in Doc. 1858G.

Sunday 5th

... Sighted Woodle's [Kuria] Island. Latter part, sighted Hall's [Maiana] Island. The boat went ashore to land Thomas Huntley, the man that we picked up at sea.

...

Thursday 8th [April 1858]

... Sighted Ocean Island. Sent the boat ashore...

Friday 9th

... The boat came off. Kept off NNW...

...

Saturday 17th

... Sighted Strong's [Kosrae] Island... Lat. by Obs. 5°24' [N]. Long. by Chro. 163°27' E.

...

Sunday 25th

... Steering for Roter [Rota]. At 12 p.m., sighted it. The latter part, the Capt. went ashore. At 10 a.m., sent the boat off with some hogs, yams, potatoes.

Monday [26th]

... The Capt. went ashore and got some more hogs and potatoes.

Wednesday 28th

... The Capt. came off and kept off for Guam. Middle part, lay aback. Latter part, took a Pilot.

Thursday 29th

At 4 p.m., came to anchor in the harbor of Umata. Sent a raft of casks ashore... Latter part, all hands employed getting off water.

...

Saturday the 1st of May [1858]

Got under way and shaped the course for Guam [Harbor]. Middle part... Ship laying aback of the Harbor. Latter part, came to anchor.

Sunday 2nd

... Employed in painting ship. Latter part, painted the bends on the larboard side. The Capt. and Lady went up to town.

... [No entries from May 4 to May 15]

Sunday 16th

After getting wood, water and recruits and the watches' liberty and the Mate off duty within the Doctor's hands, but came on board. At 9 a.m., took the anchor and went to sea... heading N by W...

[To the Bonins, then home.]

Document 1855O

The ship Nassau, Captain Murdoch

Source: Murdoch, W. B. The Murdock Wahling Voyages (New Bedford, Reynolds, ca. 1937.

Note: The Captain's name was H. C. Murdoch. The logbook was kept by his son, W. B. Murdoch. The ship visited Guam in April 1855.

Extract from the logbook

...

Sailing for Okhotsk.

We leave today, March 15th [1855], for our second season in cold storage. We stop at Honolulu, standing off and on while Father goes ashore. He came back with two passengers—business men—who want to be landed at Guam, a small island in the Ladrone group, about one thousand miles east of the PHilippine Islands, in latitude 13°27' N. longitude 145° E.

It will be somewhat out of our way to do this but we are going to do it. To catch a whaler is about the only way travelers can get about in this part of the world.

James M. Wicks.

April 8th, 1855. Today James M. Wicks, one of our seamen, died. He has not been well for sometime. I have visited him often in the fo'c'sle, and we have done everything we could do for him. We do not know what his ailment was. He passed away suddenly.

I have been with Jim on watch forward. I have paced the deck with him on many a moonlight night. I have often talked with him during his trick at the wheel. I felt very well acquainted with him but I know nothing about him prior to his sailing with us. We know nothing of his home people. We will miss him, and somewhere far away they will miss him. Someone will look for the return of their boy. There will be a light in a window to guide him, but he will never come. How many such stories could the sea unfold?

Burial at Sea.

A burial is a solemn affair at any time or place, but we are so accustomed to burials in the earth that a burial at sea seems appalling, but why? His life was on the sea, and

why not, as with ships, when the end comes, consign him to the element that has been his home?

We could not bear him to the church where the sound of the organ swells along the aisles and the choir chants a requiem and a preacher reads the services. Poor Jim was sewed up in canvas, the whole crew assembled and stood at attention while the captain read the funeral service. At the conclusion, the weighted canvas, containing the remains of our ship mate, slipped into the sea; the wind sighing through the rigging was his anthem, and the waves sang a solemn requiem as they smoothe out the ripples over his head.

We loomed back at the white wake left by the **Nassau** as she plowed her way through the sea and we knew that poor Jim was lying underneath there somewhere and there he will lie "until the sea gives up its dead." Alas, poor Jim.

Sunday, April 8th, 1855. Came in with strong trades, ship under topgallant sails, standing W. by S. Middle and latter part, fresh gales from the South. At 1/2 past 11 p.m., James M. Wicks died. At 9 a.m., committed his body to the deep.

Bar. 28.6. Air [temp.] 81°. [Fahr.]. Water 78°.

Latitude 14°28' North.

Ladrone Islands.

Remarks on board, Monday, April 9th, 1855. This day came in with moderate breezes from the S.W. attended with rain squalls. At 6 p.m., raised the Island of Rota, one of the Ladrone Islands. Middle part, calm. Latter part, light airs.

Latitude 14°11' North. No Longitude.

Guam.

Tuesday, April 19th, 1855. Came in with light airs. At 2 p.m., Island of Rota bearing N.W. dist. 12 miles. Guam in sight. At 10 a.m., went on shore at Guam and landed passengers.

...

Between Here and There.

Having landed our passengers at Guam we set our course northward towards the Okhotsk. Our course will take us near the east coast of Japan.

...

[As they passed through the Bonins and the Japan Ground, they spoke the **Young Hector, Favorite, Kingfisher.**]

...

Document 1855P

Chronicle of the Mariana Islands, cont'd**Part II: The diary kept by Father Ibañez, 1855-77**

Source: Same as for Doc. 1847AB.

Synopsis, by R. L.

—During July 1855, a severe cough spread among the children and even 200 of them died.

—On 23 September 1855, a strong typhoon hit Guam and demolished most of the houses, the church at Pago and the convent at Inarajan.

—On 30 January 1856, the English barque **Invincible** sank near the bar of Agaña.

—On 30 January 1856, Fr. Pedro León del Carmen lay dying.

—On 30 January 1856, a barrel of gunpowder aboard the French whaler **Asia**, anchored in Apra, exploded. It tore off part of the stern and killed two men. She was sold at auction, but sank when she was being towed away.

—At the end of February 1856, the U.S. schooner [Edward L.] **Frost** arrived from Manila. She had been chartered by two Agaña businessmen. Some passengers were infected with smallpox, and a full epidemic of smallpox developed ashore in July and reached a peak in September. The Filipino residents who had immunity, carried the dead for burial at Adelup. A vaccination program saved many people. The epidemic killed thousands of people and lasted until November.

—On 31 December 1856, a census had revealed that the population of Guam was 8,207; but one year later, it had dropped to 4,724. There had been 161 births, and 3,644 deaths, of which **3,463 had died of smallpox**.

—On 10 August 1856, a ship brought Fr. Isidro Liberal from Manila.

—On 17-18 November 1856, there was a strong typhoon. The schooner **Secreto** and a whaler named **Florence** anchored at Apra lost their anchor.

—On 10 March 1857, Captain Cleveland, master of a whaler, was stabbed on the left side and on the hand by his cabin boy, Manuel Ada, ashore, reason being that the

latter did not wish to return on board, and was drunk. The captain recovered in a few days.¹

—On 11 March 1857, there was a small typhoon.

—On 20 September 1857, a new brig built at Agaña, named **Chamorrta**, was launched. She sailed for the northern islands the next day, but strong winds drove her onto the reef on the east side of Guam and she was shipwrecked. Her Spanish captain and four Chamorros died in the accident.

—On 10 November 1857, Fr. Vicente Acosta de la Santísima Trinidad, parish priest of Agat, departed for Manila.²

—On 31 January 1858, Fr. Modesto Lesma, the priest of Rota and Saipan, left without permission from his superior and boarded the small schooner **Kate** at Saipan, for Hong Kong and Manila³

—On 10 June 1858, the schooner **Denia** arrived from Manila, bringing back Fr. Acosta and Fr. Lesma. Fr. Lesma was sent back to Saipan and Fr. Liberal was posted to Rota.

—On 13 April 1859, the **U.S.S. Fenimore Cooper** arrived. She was commanded by a Lieut. Brooke who was testing a new sounding device of his own invention.⁴

—On 15 April, the schooner **Pfeil** which had come from Honolulu was condemned and offered for sale.

—On 17 April, an average typhoon hit Guam. The **Pfeil** was driven ashore near Fort Santa Cruz, and the **Fenimore Cooper** lost a boat.

—On 6 February 1860, the schooner **Fidelidad** arrived from Manila, bringing Fr. Faustino [Fernandez] del Corral to relieve Fr. Juan Fernandez in Merizo, and Fr. José Rivate to relieve Fr. Lesma in Saipan. On 1 March, Fr. Lesma departed aboard said ship for Manila.

—On 16 March 1860, discontented sailors aboard the U.S. whalers **Rapid** and **Maria Theresa** set fire to their vessels. That on the Theresa was soon extinguished, but that aboard the Rapid caused considerable damage that delayed her departure until the 25th.⁵

—On 26 March 1860, the brig **Hawaii** was put up for sale because she was unfit for whaling. Her captain was a Prussian named Fenning [sic].⁶

—On 1 June 1860, Nicolás de León Guerrero, sailed from Inarajan in a boat but fell overboard and drowned before he could reach his destination, Merizo.

—On 11 September 1860, Fr. Juan Fernandez boarded a U.S. whaler to go to Hong Kong, and from there to Manila.

1 Ed. note: This captain can only be Jacob L. Cleveland, of the ship **Julian** of New Bedford, voyage of 1854-58 (rev. Starbuck, p. 514).

2 Ed. note: He soon returned to Guam (see below).

3 Ed. note: Idem.

4 Ed. note: See Doc. 1859M.

5 Ed. note: Actually the 22nd (see Doc. 1860B).

6 Ed. note: He full last name was Schimmel-fenning.

—On 17 September 1860, the schooner **Fidelidad** arrived from Manila, bringing Fr. José Palomo, the first Chamorro priest. He became co-adjutor of the parish of Agaña. The **Fidelidad** had been contracted to carry the mail between Manila and Guam twice a year, for the following five years.

—On 1 November 1860, there was a typhoon, which drove a ship ashore at Pago. The survivors took to their boats and were rowing around the north of Guam when the Captain's wife and two sailors were drowned at Ritidian Point, on the 15th.

—On 2 December 1860, Fr. Vicente Acosta died as a result of blood poisoning.

—On 9 April **1861**, the **Fidelidad** arrived with passengers on board who were suffering from the measles. About 50 persons in Guam died as a result of this infection.

—On 1 May 1861, I went on board the **Fidelidad** to go to Manila on personal business, and returned on 1 August.

—On 23 September 1861, there was a regular typhoon.

—On 2 February **1862**, the local boat named **San Francisco de Borja**, built at Rota in 1858 or 1859, sailed from Agaña to return to Rota, but was hit by strong winds, damaged, and was finally wrecked on the reef off Asiga, between Inarajan and Tarafoko. Among those drowned were: Francisco de Castro, and Rosa Cepeda (who was being exiled for bad conduct).

—On 29 April 1862, Anselmo Benavente was summoned to court to answer charges that he had received money from Cornelio Eustaquio, a Cebuano but a long-time resident of Agaña (Well known for his bad temper), but had not delivered the promised firewood. After a dispute that took place at Sumay, Benavente killed Eustaquio with a machete. As a result, Benavente was sentenced to 10 years in prison.¹

—On 1 July 1862, a strong earthquake hit Guam and all the thatched roofs collapsed.

—In July **1863**, the church of Agaña was repaired and a total of 21 columns were replaced.

—On 22 September 1863, the mail ship arrived from Manila, with a new Major and some convict soldiers posted here, plus the executioner who was to apply the choking collar to Anselmo Benavente. He was executed on the 30th.

—On 7 December 1863, a strong earthquake hit Guam.

—On 2 February **1864**, a typhoon caused some damage to roads, and houses. Nothing else of importance happened during the rest of 1864.

—On 25 January **1865**, the house of a Portuguese merchant, Benigno de la Cruz, was set on fire by Chinese thieves, intending to burn him alive, but he awoke and the fire was extinguished in time. There was no wind at the time, and a greater tragedy was averted.

—On 4 March 1865, His Majesty's corvette **Circe** arrived, with the new Bishop of Cebu, Msgr. Fray Romualdo Jimeno, on board. On the 7th, he began to confirm many

1 Ed. note: So died a cruel man, who had inflicted much pain on many people. As for Benavente, his sentence was later changed to a death penalty, and he was garrotted (see below).

residents of Guam; this island has 5,088 inhabitants, and 4,909 of them were confirmed. The corvette sailed on the 21st.

—During the month of August 1865, Mr. J. H. G. Johnson, captain and owner of the schooner **Ana**, brought 265 Carolinians from Pulusuk Island and took them to his plantations on Pagan Island. Johnston has a contract to exploit the latter island.¹

—On 10 October 1865, one of the convict soldiers, named Zacarias Francisco, a native of the province of Pangasinan, went absent without leave at Umatac. A squad was despatched, with orders to kill him if he should resist arrest. This he did and he died from four bullet wounds.

—On 20 January 1866, His Majesty's sloop-of-war **Narvaez** arrived at Apra, bringing a new governor, Francisco Moscoso y Lara. On the 28th, he took over command of the government.

—On 4 February 1866, ex-Governor de la Corte departed for Manila aboard the **Narvaez**.

—In April 1866, a launch arrived at Guam with 22 survivors from the shipwreck of the Danish [rather German] barque **Libelle** on the Island of Wake. There were two artists among them: Charles Lascelles and the famous opera singer, Mrs. Anna Bishop. Both have given several concerts during their stay here. Charles was the first to play the organ in these islands.

—At the end of June 1866, Captain Johnston arrived here with his schooner **Ana**. He had on board over 100,000 pesos in specie and silver bars which the **Libelle** had been carrying from San Francisco to Hong Kong when she was wrecked.

—During May to August 1866, repair work was carried out on our residence at Agaña. The project cost 629 pesos.

—On 8 July 1867, Captain Johnston arrived at Guam with his schooner **Ana**, with 604 Carolinians from Onoun [Namonuito] Island on board. He took them to Saipan.²

—On 25 November 1867, Fr. Ramón Orrit, based in Rota was coming to Guam aboard a launch piloted by Mr. Blackman, a German. They very nearly were killed when coming over the bar at Agaña.

—On 16 December 1867, Mariano Arceo and Vicente de la Cruz (married residents of Agat) sailed in a launch bound to Merizo, but disappeared. Some think that they have drowned; others say that they have gone to the Philippines or to the Carolines.

—On 17 January 1868, the schooner **Ana** sailed from Apra for Manila, taking away Major Vasquez, Lieut. Barrenas and their drill instructor, Jacinto Calvo.

—On 6 February 1868, a two-masted English schooner named **Clio** appeared off-shore. A pilot boat going to her assistance was swamped and three men died (Vicente de Borja, José de los Santos and José de la Cruz).

—On 6 March 1868, a U.S. schooner named **Roscoe** appeared before Agaña, coming from San Francisco with merchandise. Against local advice, they insisted in taking

1 Ed. note: In later years, these Carolinians were to migrate to Saipan.

2 Ed. note: They later migrated to Guam (see below).

her through the entrance channel of Agaña but she hit some rocks. Fortunately, they were able to dislodge her and she was taken to Tepungan, badly damaged. She was condemned and sold at auction on the 19th.

—In June 1868, an agricultural company brought in 36 Japanese workers, to grow rice at Atantano.

—On 19 May 1868, the brig owned by José Herrero went from Guam to Rota. One man fell overboard and drowned. On the 20th of June, this same vessel was wrecked in Jajayan during a wind storm. There were no casualties.

—During July 1868, a floor was installed in the sanctuary of the church of Agaña. This cost 110 pesos.

—During the night of 1st to 2nd August 1868, someone stole a paten from the church. On the 4th, Vicente Charsagua was found hanging from a coconut tree with the paten on his body. He was buried at that spot.

—On 28 and 29 September 1868, a strong typhoon hit Saipan and toppled the church there, leaving only the front and back walls of the sacristy standing. It also destroyed the town and did damage to the English schooner **Ana** which was anchored in the protected ahrbor of Tanapag.

—On 1 March 1869, an explosion was heard in Barrio Santa Cruz; it was a small barrel of gun-powder acquired by José de Salas when he served aboard a whaler which he had brought home. His daughter, while playing, accidentally set fire to the barrel and the fire burned the roof of the house and she also died from her burns.

—On 25 March 1869, the U.S. schooner **Eagle** arrived with Mr. Johnston aboard her. He brought 338 Carolinians from Saipan to Guam, for them to work at the cotton plantation in Tamuning.¹

—According to reports, there remain 459 people on Saipan: 331 Carolinians and 128 Chamorros. The 220 Carolinians who were on Pagan have recently been transferred to Saipan.

—During June and July 1869, 230 more Carolinians have been taken [from the Carolines?] by the schooner **Eagle** to Tinian.

—During August 1869, the mail ship brought in Fr. Mariano Martinez and took away Fr. Faustino [Fernandez] del Corral.

—Between April and August 1869, the College of San Juan de Letrán was renovated, with some changes to its layout, and some minor repairs were also done to our residence.

—On 12 May 1870, an earthquake hit Guam.

—On 14 June 1870, another earthquake hit Guam.

—On 23 August 1870, the Russian warship **Almar**, Captain-Commanding Baldome-ro, arrived at Guam, with 8 guns and 200 men on board. She came from Australia and sailed for Nagasaki on the 1st September. The ship carried an orchestra. There was also a chaplain from the Russian Orthodox Church; he showed me his sacred ornaments.

1 Ed. note: Mr. Johnston's company was called "La Sociedad Agricola de la Concepción (see Safford's Notes).

He knew no Latin, but spoke Russian, German and a little French; we conversed in French.

—On 23 September 1870, a new mail ship arrived from Manila. She was the barque **Shanghae**. Aboard her were Fr. Casiano Vasquez (to replace Fr. Toribio Bonel at Inarajan) and Fr. Gregorio Martinez (to go to Saipan), 22 exiles,¹ of whom were 11 political deportees, 3 *carlistas* and 3 republicans. The *carlistas* [supporters of King Charles VI] were Brigadier Juan de Dios Polo; Antonio Milla, Curate and Canon of León;² former Carlist leader Mariano Larrumbe; Lieutenanto José Aperregui; [Joaquín] Elio, who had been appointed Lieutenant-Colonel by the King; Second-Lieutenant Tomás Hidalgo; Simón Santa María; Nicasio Mateo; and Raimundo Pueyo. The republicans were: Colonel Bartolomé Pozas; Commander Daniel Maza; and Rafael Miracle, the popular Mayor of Tarragona.

—On 15 November 1870, a typhoon hit Guam but did little damage. However, a very pretty launch of about 8 to 10 ton capacity, which belonged to Richard Millenchamp and Juan de León Guerrero, was destroyed; she had been used for inter-island transport.

—On 11 December 1870, seven of the Japanese working in the Atantano rice fields went out in a dugout to collect mussels in the port of Apra; the dugout overturned and two of them drowned.

—On 4 February 1871, the mail ship arrived from Manila with the news of the amnesty granted to those exiled to Guam.

—On 10 February 1871, two of the former exiles sailed for Hong Kong aboard an English ship³ from Sydney.

—On 25 February 1871, the rest of the former exiles departed for Manila. This ship had brought in a new physician, Dr. Carmona.

—On 17 August 1872, the mail ship **María del Rosario** anchored in Apra Harbor. She brought Colonel Luís Ibañez as the new Governor, Juan Alvarez Guerra, Mayor of Cavite and Binondo, to act as judge of the *residencia* of ex-Governor Moscoso, and Fr. Valentín Casamayor (to relieve Fr. Orrít at Rota). On 7 September 1871, the mail ship sailed for Manila with ex-Governor Moscoso, Judge Alvarez, and Fr. Orrít on board.

—On 18 October 1871, the 1700-ton Russian sloop-of-war named **Vitiaz**, carrying 330 men, arrived at the port of Apra. Her captain, Paul Nasimoff. The chaplain was shy but good-natured. They have spent about 5,000 pesos while here. She sailed on the 24th bound for Nagasaki.

—On 25 January 1872, the mail ship arrived at Apra and off-loaded the mail, but out of 15 Carolinians, who had drifted to the Philippines, 12 of them died of smallpox on the way over. The ship was therefore placed in quarantine.

1 Ed. note: See official list in Doc. 1870G.

2 Ed. note: He served as co-adjutor of Agaña for one year.

3 Ed. note: The Onward (see Doc. 1870G).

—On 22 April 1872, the barque **Flores de María**, a merchantman of Manila, arrived at Apra, bringing Commander Antonio Valero y Tenorio, to take over the garrison; Captain Juan Cumplido, who would act as Major of said garrison; a military physician, Dr. Armendariz; an overseer and 22 exiles, banished to Guam as a result of the Cavite mutiny which occurred on 20 January.

The names of the exiles are: Joaquín Pardo [de Tavera] (with Mrs. Gertrudis Garrido de Pardo); Antonio María Regidor; Bartolomé Serra; José Mauricio de León; Gervasio Sanchez; Pedro Carrillo; Valvino Mauricio; Máximo Paterno; José Baza; Ramón Maurenate; José María Baza; and the following **10 priests**: José Guevara; Agustín Mendoza; Feliciano Gomez; Pedro Dandan; Anacleto Desiderio; Miguel Lasa; Toribio del Pilar; Justo Guason; Vicente del Rosario; and Mariano Sevilla.¹

—On 5 June 1872, the **Flores de María** sailed with Miguel Requena, the former commander of the garrison, and Artillery Captain Dionisio Lopez on board.

—On 7 June 1872, the new bridge of San Antonio was inaugurated. It was built 12 fathoms below, i.e. west of, the old bridge. Some houses were moved, making the main street, which runs parallel to the front of the church, straight.

—On 3 August 1872, the mail barque **María del Rosario** arrived at Apra. Governor Ibañez requested Captain Agustín Cabeza de Vaca to prepare his ship for a tour of inspection to the northern islands of Rota, Tinian and Saipan. They departed on the 14th. On the 19th, she broke on the reef fronting Tinian, on account of a typhoon. Passengers Vicente Dueñas and José Salas were drowned, as was the cabin boy Simeon Conde. The rest of the people were saved by the local Carolinians.

—On 22 March 1873, the government vessel **Marqués de la Victoria** came into Apra Harbor, bringing new officers: the new Governor, Eduardo Beaumont (to relieve Gov. Ibañez); the new commander of the garrison, Manuel Vallejo (to replace Antonio Valero); Captain Dionisio ... (to replace Juan Cumplido); and Administrator Mariano Kaiser (to replace Antonio J. Ruiz Fernandez).

—On 11 April 1873, the **Marqués de la Victoria** sailed for Manila with the four men who had been relieved of their duties.

—On 24 June 1873, a typhoon hit Guam, Rota, Tinian and Saipan.

—On 26 September 1873, another typhoon hit Guam. All the houses were damaged to some extent.

—On 9 November 1873, a real bad storm or small typhoon affected Guam.

1 Ed. note: According to a footnote in B&R52:127, the period of exile was either 6 or 8 years; Regidor was sentenced to 8 years, the others to 6 years. Pardo de Tavera had been an alderman of the city of Manila and a university professor. Mendoza had been parish priest of Santa Cruz, a district of Manila. Those who were lawyers lost their accreditation as advocates of the Audiencia of Manila.

—During the last week of November, the frigate **Cashmere**, Captain Norton, carrying coal from Australia put in at Umatac, to repair her rudder.¹

—On 1 January 1874, Father Palomo and I went to bless the new cemetery.²

—On 5 February 1874, a strong earthquake was felt on Guam.

—On 20 February 1874, five convict soldiers escaped, were joined by two local women, killed one man while making their way to Umatac, where they stole one cow and sweet potatoes, and the launch belonging to Lino Roberto who is in charge of the port there. They fled to sea and must have perished, because the launch had a rotten keel and leaked badly.

—On 16 March 1874, the chief of the Carolinians residing at Tamuning, died. The Governor had them propose four persons to replace him, and he selected Mariano Faus-to, the teacher of said suburb who understands their language well, to represent them before the government.

—In the middle of March 1874, Captain Holcomb, who used to be a whaler, and is now the owner of a schooner of about 80-ton capacity flying the U.S. flag, came into Apra from Hong Kong with a cargo of assorted merchandise.³ He sold about 2,000 pesos' worth of goods.

—On 25 March 1874, Captain Holcomb invited many people to dine aboard his schooner; afterwards, he insisted in transporting many of them to Umatac, where he was to take water. However, he sailed off with two of the men exiled to Guam for their participation in the Cavite incident: they were Antonio Regidor and Valvino Mauricio, a merchant.

—On 7 June 1874, a boat arrived at Umatac, carrying four shipwrecked sailors and a mate. They were the survivors of the wreck of the **Leonora**, Captain Pease, known for his piratical activities. The ship had finally sank in the Carolines.⁴

—On 5 August 1874, the merchant **steamer** named **Panay** arrived at Apra, bringing Fr. Ramón Orrít to replace the interim curate of Inarajan, Fr. Casiano Vasquez;⁵ a military physician, Dr. Dimas Corral, to replace Dr. Armendariz. A troop of 40 soldiers, led by one captain and one lieutenant, escorted **233 Spanish men and 4 women sent from Spain to the Marianas as exiles** as a consequence of political incidents that had occurred in Cartajena, Jerez, Cadiz, Sevilla and Madrid.

—On 21 August 1874, said ship went to Umatac to take on 30 tons of coal before returning to Manila, with the men who had been replaced in their posts.

—On 10 October 1874, Fr. Gregorio Martinez, curate of Saipan, who had come from there last September, suffering from a liver ailment, died.

1 Ed. note: This 640-ton ship had already made 8 voyages between England and New Zealand between 1851 and 1863. After returning to England, she made at least one more recorded voyage (1874-75) from Liverpool to Melbourne (ref. Nicholson's Log of Logs).

2 Ed. note: The place name is not given, but it must be Pigo.

3 Ed. note: This schooner was named **Scotland**.

4 Ed. note: Rather Captain Hayes. The accident occurred at Kosrae.

5 Ed. note: Fr. Vasquez was to spend two more years in the Marianas, as curate of Saipan.

—On 14 November 1874, the barometer readings indicated that a typhoon had occurred near Guam. The small local schooner **San José** is feared missing.

—On 16 December 1874, some Filipino convicts who were part of a work party on the beach, and kept a fire going there, to light their cigars, caused fire to spread to Joaquín Portusach's boat-shed. The fire quickly spread to two other boat-sheds lying directly westward from the first, and belonging to Henry Millenchamp and the port captain, Vicente Calvo, thus destroying them.

—In the latter half of December 1874, fires of mysterious origin were discovered and put out in Agaña. Finally, a smoke bomb was thrown on the roof of the house just west of the one where the Tagalog women live; the Spanish exiles are suspected of being the cause of both.

—On 5 January 1875, the old and still pagan, Chinese named Lim Ingo, was found murdered in his own house. He had received 8 blows from a machete about the head.

—On 13 January 1875, the Spanish merchant steamer **Legazpi** arrived at Apra, bringing the new governor, Manuel Bravo y Barrera, to replace Beaumont who had resigned for private reasons. The pardon for those exiled after the Cavite Mutiny came with this ship, but they were allowed to go to Spain only, not back to the Philippines. Máximo Paterno chartered this ship for 8,000 pesos.

—On 15 January 1875, the **Legazpi** sailed for Hong Kong, carrying the following exiled priests: Mendoza, Dandan, Desiderio, and Guason; and the exiled civilians: Paterno, Pardo and wife, Maurente, José Baza, and Carrillo.

—On 28 February 1875, the whaler **Arctic**, Captain Whitney, arrived, with a pirate named [Bully] Hayes on board.

—On 28 February 1875, the Spanish government steamer **Patifio** arrived, bringing Angel Ferrer, the new commander of the garrison, and 463 Spanish exiles on board.

—On 3 March 1875, the above exiles are to be forwarded to Saipan, where they will be kept under the guard of the two regular Army officers and 40 soldiers who arrived last August. The steamer took on 300 tons of firewood, as she had run out of coal.

—On 4 April 1875, she sailed for Manila, carrying ex-Governor Beaumont, Commander Vallejo, and other passengers.

—On 8 April 1875, the pirate Captain Hayes sailed out of the Agaña basin with the schooner of Joaquín Portusach, which he had bought legally.¹ His mate was a man named Willman,² alias Scar-Faced; others on board were: a German named August Martens, a Carolinian, a passenger named Bartola Taisague,³ and at least five Chamorros without permission, and 8 Spanish exiles trying their escape from the island. On the 15th, the schooner was spotted anchored near Fasonan, taking in provisions and awaiting more exiles. An escort was despatched and Captain Hayes captured when he came

1 Ed. note: And which was named Arabia, Hayes' former property..

2 Ed. note: Rather Mulholland, says James L. Young (Doc. 1870A).

3 Ed. note: Actually, Bartola Garrido, the future Mrs. Holcomb.

ashore to bathe. Those aboard the schooner immediately sailed off, and were seen near the island over the following days. Their fate is unknown.¹

—On 4 May 1875, the government steamer **Marqués de la Victoria** arrived off Agaña, bringing food supplies for the exiles. On the 25th, she sailed for Saipan with their food. On 3 June, she returned from Saipan, with 100 men, having left 50 at Rota. On 10 June, she sailed for Manila.²

—On 7 June 1875, 4 exiles ate a moray eel. Fortunately, they were made to vomit; three escaped death by fish poisoning.

—Petty quarrels among the Spanish exiles often result in blood being shed, and no-one willing to reveal the details of the incidents.

—On 11 July 1875, Captain Johnston arrived from the northern islands with an exile from Cartajena, Marcos Martinez Hernandez, in a completely demented state; in his delirium, he claimed that he did not have any *mondongos* [balls]. Someone may have threatened to cut them off. He died on the 31st.

—On 7 August 1875, there was a typhoon in Saipan and Tinian which destroyed houses and crops.

—On 30 August 1875, during the feast of St. Rose, patroness of Agat, there were clubbings and stabbings between natives, Filipinos, and exiles. Fortunately, no-one died.

—On 22 September 1875, there was a strong earthquake, the strongest I have experienced during my 23 years on this island.

—On 24 September 1875, the mail ship that had arrived on the 9th with food for the exiles in Rota and Saipan, sailed for those islands, and returned on 13 October.

—On 19 October 1875, the Christian Chinese named Francisco Chua Paoco, alias the Old Man, living in Asan, was attacked by thieves who inflicted wounds on his and his wife. They are expected to recover. The thieves took about 30 pesos and a little rice.

—On 6 November 1875, two exiles got into a fight. One of them, named Castellón, a barber, slashed the throat of the other, named Cancino, who died from loss of blood.

—On 24 December 1875, the exile Vicente Roche was stabbed and beaten, but is expected to live.

—On 9 January 1876, a German, or Prussian, man-of-war that used either sail or steam, arrived at Apra. She was the 2000-ton ship named [SMS] **Hertha**, armed with 15-cm Krupp guns, a crew of 390 men, 17 marines, 2 surgeons, a Protestant minister, and officers from all branches of the military. She is commanded by Corvette Captain Edward H. Knorr. He is a refined man whom I liked very much,³ also his first officer, Paul Kupfer, a native of Berlin. She sailed for the Carolines on the 17th, and will return to Japan, whence she came. She was the first German warship to visit these islands.

1 Ed. note: They went back to Yap, and on to Palau, says Young (Doc. 1870A).

2 Ed. note: With Captain Hayes on board as prisoner.

3 Ed. note: He let him copy his 25-year meteorological record (see Doc. 1876C).

—During February 1876, eight lamps were made and installed: 2 at the Palace, 2 at the Barracks, 2 in the plaza, 2 at the jail and court-house.

—On 6 March 1876, the barque **Candida** arrived with the mail and food for the exiles. She brought two new priests: Fr. José Lamban and Fr. Francisco Resano del Sagrado Corazón de Jesús, whom she took to Rota and Saipan on the 25th. Fr. Lamban is to replace Fr. Vasques, and Fr. Resano to replace Fr. Casamayor. The ship also took 15 scandalous women who have been exiled to Rota, on account of bad behavior, and 10 soldiers and a corporal en route to Saipan to replace others whose tour of duty has expired.

—On 24 April 1876, the barque **Candida** returned from the northern islands. She was delayed 24 hours when three exiles returning to Manila were found with mail in their possession, that carried no stamps.¹

—During May 1876, I moved my quarters to the parish residence, and Fr. Palomo remained at the College.

—During July 1876, an English schooner arrived at Apra.² Some exiles attempted to seize her, but failed. Other planned to seize Luís Baza's little schooner. Fourteen other exiles who took a launch without the owner's permission were re-captured and banished to Saipan.

—During July 1876, a relief of 40 cavans of rice was sent to the inhabitants and exiles living in Saipan, as the drought there had ruined the harvest.

—On 15 August 1876, the two-masted schooner **Manuel** arrived with the mail, under the command of Captain Francisco Merens(?). She took food rations to the exiles in Saipan.

—On 7 October 1876, the **Manuel** sailed, taking along three exiles who had received an amnesty for their part in the Cavite mutiny of 1872; the priests Feliciano Gomez and Mariano Sevilla, and the lawyer Bartolomé Serra.

—On 16 October 1876, it rained so hard all night that by morning the town was severely flooded.

—On 1 November 1876, Luís N. Baza's little schooner departed the port of Apra to go in search of Captain Johnston who had sailed from Tinian on the 14th of October, to go to Saipan, but never got there. The little schooner returned here on the 21st, but no trace was found on any of the northern islands.

—On 29 November 1876, the house belonging to Perez Perez, alias Carincho, was burned. A rat is said to have caused the fire, when it stole the lighted wick of a lamp and carried it to the rafters.

—On 1 December 1876, a typhoon hit Guam. In less than 3 hours, it levelled 125 thatched houses and tore off the tiles from the stone buildings of Agaña. The same thing happened in the other villages of the island. The corn crop has been lost. There were no casualties, except for a Chinese whose roof fell upon him.

1 Ed. note: Stamps from the official censor.

2 Ed. note: This was the Rupak, Captain Gall (see Doc. 1875D).

—On 12 December 1876, two exiles from the Cartajena area were drinking in a house where the Cintas Brothers, also exiles, sell wine. This house is located near the [old] Fort [San Rafael] which is being demolished. Following an altercation and a fight, one of them was killed.

—On 26 December 1876, there was a severe thunder storm, with frightening electrical discharges of lightning, the likes of which I had never seen during my 25 years on this island.

—On 11 February 1877, a small English schooner arrived from Japan with merchandise.

—On 22 March 1877, the barque **Conchita** arrived with the mail. She brought a new officer to command the guard in Saipan, plus 72,000 navy rations for the exiles.

—On 27 March 1877, a young soldier committed suicide in the barracks, by blowing his own head off with a loaded rifle.

—On 9 May 1877, a deranged Chinese named Sia Blanco, was put on board the **Conchita** destined for Manila, but during the night he threw himself overboard and was drowned.¹

1 Ed. note: Continued in Part 3 (Doc. 1877E).

Documents 1856A

Correspondence of Governor de la Corte, 1856-58

Source: Safford's Papers, N° 4, in LC Mss. Div.

A1. Index of his correspondence, 1856-1858

Original text in Spanish.

Año de 1856.

Indice de la correspondencia que se remite al Exmo Sor. Gobernador y Capitan General de las Yslas Filipinas.

Fechas.

*21 Abril 1856*¹ *Dando cuenta de la salida de Mr. Samuel J. Masters y acompañando la causa sobre palos dados por el mismo, á un Capitan de Buque de su nacion y testimonio de las instruidas contra J. S. Van Yngen por la fuga de la Goleta **Eduardo L. Frost** dejando aqui sus papeles y el Hospital de los enfermos de los Estados Unidos.*

*21 Abril 1856 Remitiendo el testimonio de las diligencias sobre la venta en publico almoneda de la Barca Ynglesa **Ynvencible** naufragada en la bahía frente de esta Ciudad, y dando cuenta de haber remitido á Hong Kong el original.*

*21 Abril 1856 Dando parte de haber barado el 11 del corriente en los arrecifes de la barra de Agaña la Goleta Española **Secreto**.*

*17 Mayo 1856*² *Se propone la remision de la correspondencia para estas Yslas por la via de Honolulu.*

*19 Mayo 1856 Se remiten las diligencias sobre la venta de la Barca francesa **Asia**.*

26 Mayo 1856 Remitiendo un estado del numero de los individuos que han sido atacados de la viruela.

*26 Mayo 1856 Dando parte de no haber llegado el Bergantin **Consuelo**, si efectivamente hubiese salido.*

*26 Mayo 1856 Dando parte haberse embarcado en la Fragata de los Estados Unidos **Roscoe** con destino á Hong Kong Mr. **Eduardo N. Edgerton** y **J. S. Van Yngen**.*

1 Remitido 21 Abril 1856 por la Fragata **Benj. R. Millan** .

2 Remitido el 21 Setiembre de 1856 por el Bergantin Español **Rosario**.

4 Junio 1856 *Nombrado á D. José Camacho Alcalde de la isla de Rota, igualmente á D. Pedro Palomo para las Yslas de Tinian y Saipan.*

5 Junio 1856 *Acompañando una acta de la eleccion de Gobernadorcillo y demas individuos de justicia de la Ysla de Rota.*

6 Junio 1856 *Se da cuenta del fallecimiento de D. Manuel de la Rosa, confinado en estas Yslas.*

6 Junio 1856 *Se remite un libramiento de 105 pesos 3 reales y 18 cuartos contra los alcances de los gastos ocasionados por la tripulacion de la Barca Francesa **Asia** y en favor de la testamentaria de D. Manuel de la Rosa.*

7 Junio 1856 *Se propone dotar estas Yslas de un Médico.*

9 Junio 1856 *Se da cuenta de los progresos de la viruela y de la ida á Manila de la Goleta **Secreto** á traer la vacuna.*

9 Junio 1856 *Se da cuenta de la venta de 200 cavanos de palay de Real Hacienda.*

19 Junio 1856 *Se da cuenta de haber publicado un bando para el establecimiento de depositos [de maïs] en los pueblos de estas Yslas.*

20 Junio 1856 *Se da cuenta de haberse suspendido la salida para Manila de la Goleta **Secreto**.*

1º Julio 1856 *Acompañando los Autos de testamentaria del Subteniente retirado D. Francisco Tudela que falleció en esta Ciudad el 30 de Mayo último.*

2 Julio 1856 *Dando parte de haber suspendido la salida para Manila de la Goleta **Secreto**, y de salir al reconocimiento de las Yslas del Norte y plantar el nuevo Establecimiento de Sanvitores en Agrigan.*

2 Julio 1856 *Dando parte de quedar hecho cargo del Gobierno el Administrador de Hacienda durante la ausencia del propietario.*

2 Julio *Yd. id. Seccion de Guerra.*

12 Agosto 1856 *Dando parte de haber fondeado en el puerto de Apra el Bergantin Español **Rosario** procedente de Manila y de haber llegado en él el Sargento Mayor D. Manuel Brabo y Brabo, el Capitan Graduado 2º Ayudante D. Manuel M^a de Coca y el Cabo Corneta Alfonso San Miguel.*

18 Agosto 1856 *Dando parte de haber entregado el cargo de este gobierno al Sargento Mayor D. Manuel Brabo.*

19 Agosto 1856 *Yd. id. Seccion de Guerra.*

19 Agosto 1856 *Yd. id. Seccion de Gobierno del mismo Brabo.*

19 Agosto 1856 *Yd. id. Seccion de Guerra.*

22 Agosto 1856 *Acompañando el indice de la correspondencia recibida del Superior Gobierno de Filipinas.*

22 Agosto 1856 *Dando parte de haber regresado el Sor. Gobor. de visitar las Yslas del Norte y haberse hecho cargo de nuevo del despacho de este Gobierno.*

29 Agosto 1856 *Acompañando la solicitud de Agaton Celis dirigida para el Exmo. Sor. Capitan Gral. de Filipinas sobre que se le indulte de su condena.*

30 Agosto 1856 Se transcribe el oficio del Padre Vicario Ecclesiastico de estas Yslas sobre haber vuelto el R.P. Fr. Juan Fernandez á hacerse cargo de los Curatos de Merizo y Umata.

1º Set. 1856 Dando cuenta de haberse presentado en estas Yslas el Sargento retirado de Artilleria Francisco Suarez.

1º Set. 1856 Contestando sobre quedar impuesto de haberse nombrado por el Exmo. Sor. Gobor. y Capitan Gral. de Filipinas, Admor. de los fondos del Colegio de esta Ciudad, á D. Felipe del Pan.

1º Set. 1856 Acusando el recibo de la comunicacion de 25 de Enero último, referente á lo que debe observarse por este Gobierno en caso de que los extranjeros no se conformen con sus providencias.

1º Set. 1856 Se propone la remision de la correspondencia para estas Yslas por via de China y San Francisco de California, á Honolulu en Sandwich.

3 Set. 1856 Contestando no ser posible informar por ahora sobre la reforma del Colegio de San Juan de Letran de esta Ciudad.

3 Set. 1856 Dando cuenta de la Visita practicada de las Yslas del Norte hasta las de Pagan y Agrigan y de quedar planteado en ellas un nuevo establecimiento; acompañando nota de los individuos traídos de aquella Ysla.

3 Set. 1856 Remitiendo noticia del pequeño fondo de Arbitrios de los fusiles para cazar correspondiente del primer semestre de este año.

3 Set. 1856 Remitiendo estado de riqueza territorial.

11 Set. 1856 Participando haber recibido la comunicacion de 26 de Abril ultimo, resolviendo la remision de Chinos á esta Provincia y proponiendo algunas alteraciones en ella.

12 Set. 1856 Dando cuenta del estado de la epidemia de viruelas y acompañando un estado de los atacados, muertos, existentes é inoculados.

13 Set. 1856 Haciendo presente que en razon á las dificultades ocurridas para el percibo de sueldos en la tesoreria general por el Apoderado de este Gobernador desea este se le satisfaga por completo en estas Yslas lo que le corresponda desde 1º de Enero de 1857.

13 Set. 1856 Se devuelven las diligencias de Ynventario de los bienes dejados por el finado Sargento Mayor D. José Blanco, por hallarse en Filipinas la viuda Dª Maria Gonzales.

15 Set. 1856 Acusando el recibo de varias prisiones devueltas á este Gobierno.

18 Oct. 1856 Dando parte de haber fallecido de la epidemia de viruelas el Ayudante Mayor D. Cecilio Camacho, el Secretario del Gobierno D. José de la Cruz y D. Juan Martinez, Capitan de la Compañia de Dotacion y de haberlo reemplazado.¹

21 Oct. 1856 Se acompaña la propuesta de Creacion de dos tercios fijos de Ynfanteria para estas Yslas.

21 Oct. 1856 Dando parte del estado sanitario de esta Ysla.

¹ Remitido el 26 Oct. de 1856 por la Barca Francesa Mercante Wasintong [rather Washington].

21 Oct. 1856 Dando parte de la salida del Bergantin Español **Rosario** del puerto de Apra con destino á Filipinas.

30 Oct. 1856 Acompañando un ejemplar impreso de las instrucciones de los puertos de estas Yslas Marianas, y proponiendo otras nuevas instrucciones.¹

31 Oct. 1856 Acompañando una instancia con el informe correspondiente del Secretario de este Gobierno D. José Herrero sobre aumento de sueldo.

6 Nov. 1856 Dando parte de la renuncia de D. Pedro Palomo Alcalde de las Yslas de Saipan y Tinian y de haber nombrado otros para su reemplazo.

30 Dic. 1856 Acompañando las actuaciones originales sobre la reclamacion que hizo en nombre de su Gobierno Mr. Samuel J. Masters Agente comercial de los Estados Unidos contra su conciudadano Mr. J. S. Van Yngen.

2 Enero 1857 Remitiendo una noticia del pequeño fondo de arbitrios producido de los fusiles para cazar correspondiente al 2º semestre del año pasado.²

12 Enero 1857 Dando parte de haber cesado la epidemia de viruelas.

12 Enero 1857 Dando parte de haber fallecido el practicante D. Regino Aquino y nombrado en su lugar á D. Pablo William George.

14 Enero 1857 Dando parte haberse embarcado en la Fragata Francesa **Wasintong** [sic] con destino á Hong Kong Mr. J. S. Van Yngen y Mr. Eduardo A. Edgerton.

17 Enero 1857 Dando cuenta sobre embarques de naturales en los buques balleneros y para que la Goleta **Secreto** pueda viajar de aqui á Honolulu.³

9 Febrero 1857 Dando parte haber fallecido el Ayudante encargado de la Capitanía del Puerto de Umata D. Joaquin Perez y nombrado en su lugar á D. Juan Lino Roberto.⁴

10 Febrero 1857 Remitiendo una copia del bando publicado en esta Ciudad relativo á los extrangeros que en diversas clases residen.

10 Febrero 1857 Remitiendo una copia del bando publicado sobre ganados.

10 Febrero 1857 Remitiendo una copia del bando sobre la organizacion de cuadrilleros en estas Yslas.⁵

16 Febrero 1857 Dando parte haber presentado en estas Yslas Mr. Eduardo F. Hall con poder de Thomas Spencer de Honolulu pidiendo se le entreguen los efectos abandonados por J. S. Van Yngen como igualmente todas las actuaciones que se han seguido en este Gobierno por el mismo Van Yngen.⁶

20 Febrero 1857 Se da cuenta de la contribucion voluntaria acordada para reintegro de los gastos ocasionados por los enfermos viruelentos que han asendido á la suma de 4365 pesos 3 reales 11 cuartos.⁷

1 Remitido el 14 de Enero de 1857 por la Fragata Ballenera **Champion**.

2 Remitido el 14 de Enero 1857 por la Fragata Ballenera A. A. **Champion**.

3 Remitido el 31 de Enero de 1857 por la Fragata **Parachute**, Capitan **Cory**.

4 Remitido el 10 de Febrero de 1857 por la Fragata **Coral**, Capitan **Manchester**.

5 Remitido el 10 de Febrero de 1857 por la Fragata **Coral**.

6 Remitido el 17 de Febrero de 1857 por la Fragata **Black Eagle**, Capitan E. H. Eduards.

7 Remitido el 24 de Agosto de 1857 por la Goleta **Huahini Kase**, Capitan N. Shaw.

20 Marzo de 1857 Se acompañan las actas de las elecciones de Gobernadorcillos y Ministros de justicia en todos los pueblos de esta Ysla.

27 Marzo 1857 Se acompaña una relacion de los buques que han fondeado en los puertos de esta Ysla en el año proximo pasado.

28 Marzo 1857 Se acompaña con reglamento organico que se propone para el Gobierno del Colegio de San Juan de Letran de esta Ciudad.

31 Marzo 1857 Dando cuenta de la solicitud del Cabo de a 1ª Brigada de Artª Romualdo Santa Maria que hallandose cumplido y esperando su licencia absoluta, solicita permanecer en este pais.

1º Abril 1857 Se remite con estado general de la poblacion y riqueza territorial perteneciente al año pasado.

2 Abril 1857 Dando parte de haber salido el Sr. Gobor. á visitar las Yslas del Norte.

13 April 1857 Dando parte de haber vuelto de arribada el Sr. Gobor. y que se ha hecho cargo del Gobierno.

13 April 1857 Dando parte de quedar hecho cargo de nuevo el mando de la provincia interin se dispone la continuacion del viage.

4 Mayo 1857 Dando de algunas noticias adquiridas sobre las Yslas Boninas sobre que los Americanos han gestionado del Gobierno Yngles, y que no intentaban importar dos mil pobladores en aquellas Yslas.

4 Mayo 1857 Dando cuenta de la existencia de algunos misioneros extranjeros protestantes en la Ysla de Ascencion y en la de Ualan ó Strong Island.

6 Mayo 1857 Dando parte que en esta fecha salió de esta Capital el Sr. Gobor. á continuar su viage para visitar las Yslas del Norte.

7 Mayo 1857 Dando parte de quedar hecho cargo del Gobierno el Sr. Sargento Mayor Manuel Brabo durante la ausencia del propietario.

13 Junio 1857 Yd id. id.

30 Junio 1857 Dando cuenta de la visita practicada á las Yslas del Norte y de haber recogido los extranjeros que habia en ellas.

30 Junio 1857 Se acompaña la noticia del pequeño fondo de arbitrios producidos de los fusiles correspondiente al primer semestre del presente año.

23 Julio 1857 Se da cuenta de haber comicionado á D. Vicente Calvo para la compra en Manila de un buque para el servicio publico de estas Yslas

24 Julio 1857 Se hace presente la imposibilidad de hacer las obras públicas en esta provincia sin la creacion de los dos tercios propuestos de hombres procedentes de Filipinas.

1º Agosto 1857 Se pide autorizacion para importar Chinos por contratas hechas por el Administrador de Hacienda de estas Yslas, pagaderas con libramientos contra la Tesoreria general por cuenta del situado.

15 Set. 1857 Se trascribe el oficio del Administrador de Hacienda de estas Yslas sobre haber concluido de expendir todas las clases del papel sellado.

*30 Set. 1857 Se da cuenta de haberse concluido y botado al agua la Balandra **Chamorrta** de diez toneladas.*

17 Oct. 1857 *Se consulta sobre la solemnidad con que deben celebrarse de las fiestas de Rey, Reyna, &a.*

6 Nov. 1857 *Se reitera la consulta de 7 de Febrero del 56 referente á la necesidad de que se resuelva que las cuestiones que tienen entre si las tripulaciones de los buques extranjeros, no pueden, ni deben ser sentenciados por este Gobierno.*

7 Nov. 1857 *Se pide aprobacion de la licencia concedida al Padre Vicente Acosta para pasar á Manila y de que durante su ausencia sirva el Curato de Agat el Padre Ysidoro Liberal.*

10 Nov. 1857 *Se acompaña memoria informacion contra el Padre Juan Fernandez Cura de Merizo y Umata sobre administracion espiritual en el pueblo de Umata.*

10 Nov. 1857 *Consultando sobre si debe intervenir de alguna manera por este Gobierno en la existencia y buena conservacion de las alhajas, ornamentos y demas bienes de las Yglesias.*

11 Nov. 1857 *Se pide autorizacion para poder plantear en estas Yslas desde luego las reformas que se entiendan necesarias y se da cuenta de haber comisionado á D. Manuel Brabo para gestionar el despacho de los asuntos pendientes.*

12 Nov. 1857 *Dando parte de que D. Vicente Calvo comisionado por este Gobierno para comprar un buque en Manila arribó á Saipan y se ha comisionado al Sargento Mayor D. Manuel Brabo para el mismo objeto, si Calvo no estuviese á Manila.*

18 Nov. 1857 *Dando parte de haberse embarcado para la Capital de Manila el Sargento Mayor y quedó hecho cargo interinamente de la Sargentia mayor el Capitan graduado 1er Ayudante de Ynfanteria D. Manuel Coca y de la Corte.¹*

8 Enero 1858 *Dando cuenta de haber dirigido á la Comandancia de Marina una sumaria sobre la perdida de la balandra **Chamorrta** recién construida de los fondos de arbitrios de esta provincia.*

8 Enero 1858 *Remitiendo las actas de las elecciones de Gobernadorcillos y ministros de justicia en todos los pueblos de estas Yslas, excepto de las del Norte por no haber recibido sus documentos.*

9 Enero 1858 *Remitiendo una noticia del pequeño fondo de arbitrios producido por los fusiles para cazar correspondiente al 2º semestre del año pasado*

9 Enero 1858 *Acompañando una relacion de los buques que se han fondeado en los puertos de esta Ysla coreespondiente al año pasado*

10 Enero 1858 *Dando cuenta de haber marchado el Rdo. Padre Fr. Modesto Lesma desde Saipan al parecer para Hong Kong en la Goleta **Kate Darling** [sic]² sin pasaporte ni autorizacion de este Gobierno.³*

27 Marzo 1858 *Se da cuenta de lo determinado por el Sor. Administrador de Hacienda sobre algunas defraudaciones cometidas en las haciendas de Saipan por los mismos dependientes, consultando sobre este modo de proceder.⁴*

1 Remitido en la Fragata [francesa] **Ville de Rennes**, Capitan Mr. Guedars [sic].

2 Ed. note: Would it be Schooner Kate, Captain Darling, instead?

3 Remitido el 12 de Febrero de 1858 por la Barca **Daniel Wood**, Capitan Mr. Merinran(?).

4 Remitido el 30 de Junio de 1858 por la Goleta **Denia**, Capitan D. Mariano Gil.

21 Abril 1858 Remitiendo las actas de elecciones de Gobernadorcillos y ministros de justicia de los pueblos de las Yslas de Rota y Saipan.

21 Abril 1858 Remitiendo un estado general de la poblacion y riqueza territorial de estas Yslas por fin de 1857.

17 Junio 1858 Acusando el recibo de la comunicacion de 6 de Junio de 1856 y contestando de no haberse hallado ninguna biblia de las que en ella se indican.

17 Junio 1858 Contestando no haber embarcaciones ningunas pertenecientes al Gobierno á no ser que se incluyan cuatro botes que hay al servicio de los puertos de esta Ysla.

17 Junio 1858 Consultando sobre si la contribucion de Sanctorum debe plantearse en estas Yslas.

19 Junio 1858 Dando las gracias por la autorizacion que el Superior Gobierno se ha dignado conferir al Sor. Gobor. para poner en ejecucion las medidas Gubernativas que sean conveniente en estas Yslas.

Contestando no haber llegado á este Gobierno noticia alguna que haya sospecha se hayan introducido en esta provincia onzas falsas.

20 Junio 1858 Dando parte haber mandado publicar en estas Yslas el bando superior de 10 de Mayo de 1857 sobre establecer la contabilidad por pesos y centimos.

21 Junio 1858 Acusando el recibo de la comunicacion de 22 de Marzo último y del bando que la acompaña referente á que deben ponerse en juego para reprimir la pirateria y avisando no haber aqui piratas.

21 Junio 1858 Dando parte haber llegado á estas Yslas el Cirujano D. Vicente Guilló destinado por el Superior Gobierno.

22 Junio 1858 Se devuelva con informe el expediente sobre la organizacion de madrilleros [ladrilleros?] de esta provincia.

22 Junio 1858 Contestando sobre la remision de correspondencia á estas por la via de Honolulu.

22 Junio 1858 Contestando sobre la propuesta que pide al Superior Gobierno del numero y situacion de Faros que convendria establecer en estas Yslas.

22 Junio 1858 Ynforme sobre las causas y circunstancias de la salida del Padre Modesto Lesma Cura de Rota.

22 Junio 1858 Se transcribe la contestacion del Rdo Padre Vicario Ecclesiastico de estas Yslas sobre no poder remitir relacion ó estado de las alhajas, vasos sagrados &a. sin la competente orden del Señor Diocesano.

*22 Junio 1858 Contestando quedar enterado de haberse dado orden al Bergantin de Guerra **Scipion** por el Exmo. Sor. emprendiese su viage para estas Yslas y proponiendo la epoca, clase y destino que conviene dar á un buque de guerra en ellas.*

22 Junio 1858 Consultando sobre cuando y con que circunstancias debe abonarse gratificacion de 60 pesos anuales á los RR. CC. PP. que desempeñan interinamente otro curato.

22 Junio 1858 Se da cuenta del resultado de los silos construidos para graneros públicos en estas Yslas.

22 Junio 1858 Contestando sobre lo mandado acerca de que se establezcan los cementerios en despoblado.

23 Junio 1858 Remitiendo duplicado y explanando la consulta sobre establecer un deposito de carbon de piedra para estacion de vapores en la Ysla de Yap.

23 Junio 1858 Se reitera la peticion de la creacion de dos tercios de Ynfantería para esta provincia la remision interino de igual numero de presidiarios.

23 Junio 1858 Acusando el recibo é informando sobre la creacion relativos á la propuesta de un establecimiento de deportacion para Españoles en estas Yslas.

23 Junio 1858 Dando cuenta de la vuelta de D. Vicente Calvo comisionado por este Gobierno para la compra de un buque en la Capital de Manila.

23 Junio 1858 Se suplica la propuesta de crear rentas en estas Yslas por recaudacion de la contribucion de diezmos.

24 Junio 1858 Se acusa recibo del renegado nombrado Mateo Placido y se pregunta en que concepto viene.

24 Junio 1858 Se hace presente que una muger Maria Asuncion natural de Cagayan ha sido conducida y puesta á disposicion de este Gobierno y que no se ha recibido comunicacion ninguna sobre ella.

24 Junio 1858 Se acusa recibo de las personas de Nicomedes Asuncion y sus hijas Juana, Teresa, Clara, Pabiana y Maria Arayga Bautista.

24 Junio 1858 Se trascribe el opino del Padre Vicario Ecclesiastico de estas Yslas sobre que el Padre Fr. Modesto Lesma Cura de Rota y Padre Fr. Ysidoro Liberal, misionero de Saipan, piden la perumpta de sus destinos.

24 Junio 1858 Se informen sobre la reclamacion del Yllustrisimo Sor. Obispo de Cebú sobre el alistamiento para el Batallon de M. V. de estas Yslas de los empleados en el servicio de las Yglesias.

25 Junio 1858 Contestando sobre las quejas de la falta de cumplimiento en sus deberes del Padre Fr. Juan Fernandez.

*26 Junio 1858 Contestando haber llegado á estas Yslas en la Goleta **Denia** 63 Chinos.*

1º Julio 1858 Devolviendo el expediente referente al bando publicado en 21 de Diciembre de 1856 sobre matanzas de reses en estas Yslas con el correspondiente informe.¹

24 Julio 1858 Acompañando con informe para su resolucion el expediente promovido por el Rd. Padre Vicario Ecclesiastico de estas Yslas sobre gratificacion de Administracion Parroquial interina.

24 Julio 1858 Dando cuenta y remitiendo acta de la Junta celebrada por los principales de los pueblos de esta Ysla sobre los medios de atender á sus obras públicas.

24 Julio 1858 Se acompaña noticia del pequeño fondo de arbitrios producidos de los fusiles correspondiente al primer semestre de este año.

1 Remitido el 3 de Agosto de 1858 por la barca Americana **Reindeer**, Capitan Mr. Townsend.

3 Agosto 1858 Dando parte de no haber ocurrido novedad particular en esta provincia excepto las incomunicaciones con las Yslas del Norte por carecer de buque para el tráfico interior.

3 Agosto 1858 Dando cuenta de no haber podido conseguir se propaga la vacuna que trajo en cristales el facultativo D. Vicente Guilló y proponiendo la trasmision de brazo á brazo desde la Capital de Manila hasta estas Yslas.

*3 Agosto 1858 Dando parte de haber salido de estas Yslas la Goleta Española **Denia** el 30 del es proximo pasado con la correspondencia pública y particular para la Capital de Manila.*

9 Agosto 1858 Se pide autorizacion para promover inmigraciones de Carolinos y formar pacificamente establecimiento en algunas de aquellas Yslas.¹

30 Agosto 1858 Dando parte de haberse avis[t]ado en los puertos de esta Ysla una Corbeta de Guerra Española.²

13 Agosto 1858 Dando parte de haber concedido la radicacion en estas Yslas á Maria Leonarda por haber extinguido su condena y destinada á este presidio.

*11 Set. 1858 Dando parte de haber fondeado en la Ysla de Saipan la Fragata de Guerra de vapor Ynglesa **Magicienne**.*

17 Set. 1858 Dando cuenta sobre la remision del cargo de Rector el Rdo. Padre Fr. Aniceto Ybañez, Vicario Ecclesiastico de estas Yslas.

19 Dic. 1858 Dando parte de haber tomado posesion de su Curato de Rota el Rdo. Padre Fr. Ysidoro Liberal.

19 Dic. 1858 Dando parte de no haber ocurrido novedad en esta provincia.

19 Dic. 1858 Dando parte de haber ya recaudado y reintegrada la Real Hacienda con la contribucion voluntaria sobre gastos de viruelas.

31 Dic. 1858 Remitiendo una noticia del pequeño fondo de arbitrios producido de los fusiles para cazar correspondiente al 2º semestre del presente año.³

Translation.

Year of 1856.

Index of the correpondence that is remitted to His Excellency the Governor and Captain General of the Philippine Islands.

Dates

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- 1 Remitido el 19 de Diciembre de 1858 por la Fragata Mercante **Ynvencible**, Capitan Mr. John Tomson.
 - 2 Ed. note: Probably the **Scipion** mentioned above.
 - 3 Remitido el 2 de Mayo de 1859 por la Goleta de Guerra Americana **Fenimo** [-re Cooper] , Capitan Mr. Brooke.

21 April 1856¹ Reporting the departure of Mr. Samuel J. Masters and enclosing the case file regarding the blows with a stick given by him to a ship captain of his nationality and the certified copy of the file against J. S. Van Ingen on account of the flight of the schooner **Edward L. Frost** that left behind her papers, and [about] the Hospital for sick men from the United States.²

21 April 1856 Remitting the certified copy of the case file regarding the sale by public auction of the English barque **Invencible** that was shipwrecked in the bay in front of this City, and reporting tht the original file was remitted to Hong Kong.³

21 April 1856 Reporting that the Spanish schooner **Secreto** has grounded upon the reefs on the bar of Agaña on 11th of the current month.⁴

17 May 1856⁵ A proposal for the remittance of the correspondence for these Islands by way of Honolulu.⁶

19 May 1856 Remitting the case files regarding the sale of the French barque **Asia**.

26 May 1856 Remitting a list of the number of individuals who have been attacked by the smallpox.⁷

26 May 1856 Reporting the non arrival of the brig **Consuelo**, if indeed she had departed.

26 May 1856 Reporting the departure aboard the U.S. whaler **Roscoe** for Hong Kong of fMr. Edward N. Edgerton and J. S. Van Ingen.

4 June 1856 Appointing Don José Camacho Mayor of the Island of Rota, and also Don Pedro Palomo Mayor of the Islands of Tinian and Saipan.

5 June 1856 Enclosing a statement regarding the election of the Gobernadorcillo and other justice individuals of the Island of Rota.

6 June 1856 Reporting the death of Don Manuel de la Rosa, a convict sent to these Islands.⁸

6 June 1856 Remitting a credit note in the amount of 105 pesos 3 reals and 18 quarters against the advances paid out toward the expenditures occasioned by the crew of the French barque **Asia** and in favor of the estte of Don Manuel de la Rosa.

7 June 1856 Proposal to provide these Islands with one Physician.⁹

9 June 1856 Reporting the progress made by the smallpox and the departure for Manila of the schooner **Secreto** to bring back vaccines.

9 June 1856 Reporting the sale of 200 cabans of rice by the Royal Treasury.

1 Remitted on 21 April 1856 by the whaler Benjamin R. Millan.

2 Ed. note: See Doc. 1856B1.

3 Ed. note: See Doc. 1856C.

4 Ed. note: See Doc. 1856D1.

5 Remitted on 21 September 1856 aboard the Spanish brig **Rosario**.

6 See Doc. 1856D2.

7 Ed. note: See Doc. 1856F1.

8 Ed. note: See Doc. 1856F2.

9 Ed. note: See Doc. 1856E.

19 June 1856 Reporting the publication of a public announcement regarding the establishment of granaries [for corn] in the towns of these Islands.¹

20 June 1856 Reporting on the cancellation of the departure of the schooner **Secreto** for Manila.

1 July 1856 Enclosing the official papers regarding the estate of retired Second-Lieutenant Francisco Tudela who died in this City on 30 May last.

2 July 1856 Reporting the cancellation of the departure for Manila of the schooner **Secreto**, and her departure on a visit of the Islands to the north where the new settlement of Sanvitores will be founded on Agrigan.

2 July 1856 Reporting that the Government has been turned over to the Administrator of the Treasury during the absence of the rightful owner.

2 July 1856 Idem, for the War Department.

12 August 1856 Reporting that the Spanish brig **Rosario** proceeding from Manila anchored in the Port of Apra and the arrival of Sergeant Major Manuel Bravo y Bravo, the Captain of substantive rank and Second-Adjutant Manuel María de Coca, and the Horn Corporal Alfonso San Miguel.

18 August 1856 Reporting the transfer of the Government to Sergeant-Major Manuel Bravo.

18 August 1856 Idem, to idem, for the Administrative Department.

18 August 1856 Idem, to idem, for the War Department.

22 August 1856 Enclosing the index of the correspondence received from the Superior Government of the Philippines.

22 August 1856 Reporting that the Governor has returned from the Islands to the north and taking back control of this Government.

29 August 1856 Enclosing the request of Agaton Celix addressed to His Excellency the Captain General of the Philippines regarding the pardon of his sentence.²

30 August 1856 Reproducing the letter of the Father Vicar Ecclesiastical of these Islands regarding the return of Rev. Fr. Juan Fernandez to his charge of the Parish of Merizo and Umata.

1 Sept. 1856 Reporting the appearance in these Islands of Retired Artillery Sergeant Francisco Suarez.

1 Sept. 1856 Acknowledging the appointment by His Excellency the Governor and Captain General of the Philippines of Don Felipe del Pan as Administrator of the funds of the College of this City.

1 Sept. 1856 Acknowledging the receipt of the letter dated 25 January last, referring to what this Government must do in case of foreigners not complying with its measures.

1 Sept. 1856 Proposal to have the correspondence for these Islands remitted by way of China and San Francisco in California, to Honolulu in the Sandwich Islands.³

1 Ed. note: See Doc. 1856F3.

2 Ed. note: See Doc. 1856H.

3 Ed. note: See Doc. 1856C3.

3 Sept. 1856 Answering a query to the effect that it is not now possible to report on the reform of the College of San Juan de Letrán in this City.

3 Sept. 1856 Report on the Visit carried out to the Northern Islands as far as Pagan and Agrigan, and the founding there of a new settlement; enclosing the list of the individuals from the latter island.¹

3 Sept. 1856 Remitting news about the small discretionary fund for hunting rifles corresponding to the first semester of this year.

3 Sept. 1856 Remitting the report on the territorial wealth.

11 Sept. 1856 Acknowledging the receipt of the letter dated 26 April last, i.e. the decision on the remittance of Chinese to this Province and proposing a few modifications to it.

12 Sept. 1856 Reporting the state of the epidemic of smallpox and enclosing the list of those attacked, dead, living, and vaccinated.

13 Sept. 1856 Stating the fact that, on account of the difficulties experienced by the Agent of this Governor to collect from the treasury general, the latter wishes to receive at these Islands the whole of his salary as of the 1st of January 1857.

13 Sept. 1856 Returning the file regarding the Inventory of the property left by the deceased Sergeant-Major José Blanco, on account of his widow, Doña María González, living in the Philippines.

15 Sept. 1856 Acknowledging the receipt of various shackles returned to this Government.

18 Oct. 1856 Reporting the deaths during the smallpox epidemic of Senior Adjutant Cecilio Camacho, of the Government Secretary José de la Cruz, and Don Juan Martínez, Captain of the Standing Company, and of their having been replaced.²

21 Oct. 1856 Enclosing the proposal for the Creation of two permanent regiments of Infantry for these Islands.

21 Oct. 1856 Report on the health situation of this Island.

21 Oct. 1856 Reporting the departure of the Spanish brig **Rosario** from the Port of Apra bound to the Philippines.

21 Oct. 1856 Enclosing a printed copy of the instructions for the ports of these Mariana Islands, and proposing other new instructions.³

31 Oct. 1856 Enclosing a request, along with the corresponding report, from the Government Secretary, Don José Herrero, for an increase in salary.

6 Nov. 1856 Reporting the renunciation of Don Pedro Palomo as Mayor of the Islands of Saipan and Tinian, and that he was replaced by other{s}.

30 Dec. 1856 Enclosing the original papers regarding the claim made on behalf of his Government by Mr. Samuel J. Masters, Commercial Agent of the United States, against his countryman Mr. J. S. Van Ingen.

1 Ed. note: See Doc. 1856G.

2 Remitted on 26 October 1856 aboard the French merchantman **Wasintong** [rather Washington].

3 Remitted on 14 January 1857 aboard the whaler **Champion**.

2 January 1857 Remitting news of the small discretionary fund produced by the hunting rifles corresponding to the second semester of last year.¹

12 January 1857 Reporting the end of the smallpox epidemic.

12 January 1857 Reporting the death of the [medical] practitioner, Don Regino Aquino, and the appointment of Dr. Paul William George to replace him.²

14 January 1857 Reporting the embarkation aboard the French ship **Wasingtong** [sic] bound to Hong Kong of Mr. J. S. Van Ingen and Mr. Edward A. Edgerton.

17 January 1857 Reporting the shipping of natives on board whalers and so that the schooner **Secreto** may make voyages between here and Honolulu.³

9 February 1857 Reporting the death of Adjutant Joaquin Perez, the port captain of Umatac, and the appointment of Juan Lino Roberto in his place.⁴

10 February 1857 Remitting a copy of a proclamation published in this City regarding the status of foreign residents.

10 February 1857 Remitting a copy of a proclamation published regarding cvatter.

10 February 1857 Remitting a copy of a proclamation regarding the organization of work parties in these Islands.⁵

16 February 1857 Reporting the arrival at these Islands of Mr. Edward F. Hall, with a power-of-attorney from Thomas Spencer of Honolulu, requesting the devolution of the effects abandoned by J. S. Van Ingen, as well as all the records of his dealings with this Government by same Van Ingen.⁶

20 February 1857 Reporting the voluntary subsidy granted for the reimbursement of the expenses occasioned by those affected by smallpox, which amounted to a sum of 4,365 pesos 3 reals 11 quarters.⁷

20 March 1857 Enclosing the papers regarding the elections of Gobernadorcillos and Ministers of justice in all the villages of this Island.

27 March 1857 Enclosing a list of the ships that have anchored in the ports of this Island during the past year.

28 March 1857 Enclosing the proposed regulation for the organization of the College of San Juan de Letrán of this City.

31 March 1857 Reporting the request of Corporal Romualdo Santa María, of the 1st Brigade, who wishes to stay permanently in this country, given that he has served his full term and is awaiting an absolute discharge.

1 April 1857 Enclosing a general census of the population and report on territorial wealth for this past year.

1 Remitted on 14 January 1857 aboard the U.S. whaler **Champion**.

2 Ed. note: See Doc. 1856F3.

3 Remitted on 31 January 1857 aboard the whaler **Parachute**, Captain Cory.

4 Remitted on 10 February 1857 aboard the whaler **Coral**, Captain Manchester.

5 Remitted on 10 February 1857 aboard the whaler **Coral**.

6 Remitted on 17 February 1857 aboard the whaler **Black Eagle**, Captain E. H. Edwards.

7 Remitted on 24 August 1857 aboard the schooner **Kuahini Kase** [Miss Kate?], Captain N. Shaw.

2 April 1857 Reporting the departure of the Governor on a visit of the northern Islands.

13 April 1857 Reporting the return of the Governor, and his assuming the government once again.

13 April 1857 Reporting the assumption of the government once again, while the continuation of the voyage is postponed.

4 May 1857 Reporting the acquisition of some news regarding the Bonin Islands, to the effect that the American residents have approached the English Government, but that the immigration of 2,000 settlers was not planned for those islands.¹

4 May 1857 Reporting the presence of some foreign missionaries in the Island of Ascension [Pohnpei] and that of Ualan or Strong's [Kosrae] Island.

6 May 1857 Reporting that on this date the Governor left this Capital to continue his voyage of the northern Islands.

6 May 1857 Reporting that Major Manuel Bravo has taken over the government during the temporary absence of the lawful Governor.

13 June 1857 Id. id. id.

30 June 1857 Reporting the visit carried out of the northern Islands and having picked up the foreigners found there.

30 June 1857 Enclosing the notice about the small fund resulting from the tax on firearms, corresponding to the first semester of this year.

23 July 1857 Reporting the commission given to Mr. Vicente Calvo for the purchase in Manila of a ship for the public service of these Islands.

24 July 1857 Reporting the impossibility of carrying out public works in this province without the creation of the two proposed work parties to come from the Philippines.

1 August 1857 Request for permission to import Chinese workers with contracts to be issued by the Administrator of the Treasury of these Islands with encumbrances against the General Treasury on the account of the subsidy.

15 September 1857 Forwarding the letter of the Administrator of the Treasury of these Islands stating that the stock of sealed paper [i.e. official letterhead] has been used up.

30 September 1857 Reporting the completion and launching of the sloop named **Chamorrta** of 10 tons.

17 October 1857 Consulting about the somennity that should be given to the celebrations in honor of the birthdays of the King, Queen, etc.

6 November 1857 Repitition of the consultation of 7 February 1856 referring to the need for resolving the issue of whether or not this Government can act and sentence the crews of foreign ships in matters of disputes among themselves.

1 Ed. note: See Doc 1857H.

7 November 1857 Requesting the approval of the permission granted to Father Vicente Acosta to travel to Manila and to have Father Isidoro Liberal replace him in the parish of agat during his absence.

10 November 1857 Enclosing a report of inquiry against Father Juan Fernandex, the curate of Merizo and Umatac, regarding the spiritual administration of Umatac.

10 November 1857 Consulting regarding whether or not this Government must intervene in any way with regard to the control and maintenance of the holy vessels, ornaments and other properties of the churches.

11 November 1857 Requesting permission to carry out right away the reforms considered necessary in these Islands and reporting the commissioning of Mr. Manuel Bravo to expedite the paperwork for pending business.

12 November 1857 Reporting that Mr. Vicente Calvo, commissioned by this Government to buy a ship in Manila, turned back in distress and arrived at Saipan and that Major Manuel Bravo has been commissioend for the same purpose, in case Calvo does not make it to Manila.

18 November 1857 Reporting the departure of the Major for the Capital of Manila and his temporary replacement by graduated Captain, Adjutant First Class of Infantry, Mr. Manuel Coca y de la Corte.¹

8 January 1858 Reporting the fact that a report of the summary investigation has been sent to the Commander of the Navy regarding the loss of the sloop **Chamorrta** that had been recently built using the local funds of this province.

8 January 1858 Remitting the papers of the elections of Gobernadorcillos and ministers of justice in all the villages of these Islands, except for those in the northern Islands, because their documents were not [yet] received.

9 January 1858 Remitting a notice regarding the small local fund from the tax on hunting rifles corresponding to the 2nd semester of last year.

9 January 1858 Enclosing a list of the ships that have anchored in the ports of this Island corresponding to last year.

10 January 1858 Reporting the departure of Rev. Father Modesto Lesma from SAipan, supposedly for Hong Kong, aboard the schooner **Kate Darling** [sic]² without a passport or authorization from this Government.³

27 March 1858 Reporting the analysis made by the Administrator of the Treasury regarding some frauds perpetrated in the plantations of Saipan by the dependents themselves, and consulting about what should be done about it.⁴

1 Remitted aboard the [French] whaler **Ville de Rennes**, Captain Guedars [rather Guesdois].

2 Ed. note: Possibly the Kate, Captain Darling, but probably the same as the Huahini Kate (see above).

3 Remitted on 12 February 1858 aboard the bark **DanielWood**, Captain Merinran [rather Morrison].

4 Remitted on 30 June 1858 aboard the schooner **Denia**, Captain Mariano Gil.

21 April 1858 Remitting the papers of the elections of Gobernadorcillos and ministers of justice of the villages of the Islands of Rota and Saipan.

21 April 1858 Remitting the general census of the population and territorial wealth of these Islands at the end of 1857.

17 June 1858 Acknowledging the receipt of the communication of 6 June 1856 and answering that no such bibles as indicated therein has been found here.

17 June 1858 Answering that there are no vessels belonging to the Government, except for the four boats in service in the ports of this Island.

17 June 1858 Consulting about whether or not the *Sanctorum* tax is to be applied in these Islands.

19 June 1858 Thanking the Superior Government for the permission given this Governor to go ahead with the administrative measures that are found suitable for these Islands.

Answering that this Government has not heard of any false ounce weights having been introduced in this province.

20 June 1858 Reporting the publicatin in these Islands of the superior proclamation of 10 May 1857 about the establishment of accounting practices using pesos and cents thereof.

21 June 1858 Acknowledging the receipt of the communication of 22 March ult. and of the proclamation that accompanied it regarding measures against piracy and advising that there are no pirates here.

21 June 1858 Reporting the arrival at these Islands of the Surgeon Dr. Vicente Guilló posted here by the Superior Government.¹

22 June 1858 Returning, with a report, the file regarding the organization of saw-mills² in this province.

22 June 1858 Answering the question about the remittal of the correspondence to these parts by way of Honolulu.

22 June 1858 Answering the question from the Superior Government about the number and location of light-houses whose construction may be appropriate for these Islands.

22 June 1858 Report regarding the causes and circumstances of the departure of Father Modesto Lesma, curate of Rota.

22 June 1858 Forwarding the answer of the Rev. Father Vicar Ecclesiastical of these Islands regarding his refusal to remit a list of the sacred vessels, ornaments, etc. without the competent order from the Lord Bishop.

22 June 1858 Acknowledging the information received to the effect that the war brig **Scipion** has been ordered by His Excellency to make a voyage to these Islands, and suggesting the gest time, class and purpose that are appropriate for a warship therein.

1 Ed. note: See Doc. 1858B1.

2 Ed. note: Or lumber yards, or perhaps brick-kilns.

22 June 1858 Consulting about when and under what circumstances the allowance of 60 pesos must be paid out to the Rev. Fathers who act as curate of another parish on an interim basis.

22 June 1858 Reporting the result of the silos that were built for grain storage in these Islands.

22 June 1858 Acknowledging the receipt of the order for establishing cemeteries outside of settled areas.

23 June 1858 Remitting duplicate copy and explaining the consultation regarding the establishment of a hard coal depot for steamers at the Island of Yap.

23 June 1858 Repitition of the request for the creation of two infantry companies for this province and the remittal of an equal number of convict soldiers.

23 June 1858 Acknowledging the receipt and informing regarding the creation of a proposed penal settlement for Spaniards in these Islands.

23 June 1858 Reporting the return of Mr. Vicente Calvo, commissioned by this Government for the purchase of a ship in the Capital of Manila.

23 June 1858 Requesting the approval of the creation of a source of income for these Islands by levying tithes.

24 June 1858 Acknowledging the receipt of the renegade Mateo Placido and asking the reason why he was sent here.

24 June 1858 Asserting that a woman named Marùa Asunción, a native of Cagayan, has been sent here and placed at the disposal of this Government, but that no communication whatever was received about her.

24 June 1858 Acknowledging the receipt of the persons of Nicomedes Asunción and his daughters Juana, Teresa, Clara, Fabiana, and María Arayga Bautista.¹

24 June 1858 Forwarding the opinion of the Father Vicar Ecclesiastical of these Islands as to why Father Modesto Lesma, curate of Rota, and Father Isidoro Liberal, missionary to Saipan, are requesting their trnasfers.

24 June 1858 Giving an opinion regarding the claim made by the Illustrious Bishop of Cebu about the enlistment in the Batallion of M.V.² of the employees in the service of the churches.

25 June 1858 Answering the question regarding the complaints made against Father Juan Fernandez for not complying with his duties.

1 Safford's comments: Don Justo Dungca, now living in Guam (1900) is the grandson, I think, of Nicomedes Asunció. He came shortly afterwards. I think these people were sent to Guam for having been implicated in the killing of a priest. They became good citizens. The women started a little store in which they sold thread, needles, &c. When their nephew Dungca came, he went to work in building up a trade, being the first to export copra from the islands. He married one of his cousins. His aunt Fabiana died while I was at Guam (1900). He was our [U.S.A.] first Justice of the Peace.

2 Ed. note: M. V. not explained, perhaps the same as Public Works.

26 June 1858 Confirming the arrival of 63 Chinese at these islands aboard the schooner **Denia**.¹

1 July 1858 Returning the cade file about the proclamation pulished on 21 December ult., regarding the butchering of cattle in these Islands, and enclosing a report to that effect.²

24 July 1858 Forwarding the file created as a result of a request by the Rev. Fr. Vicar Ecclesiastical of these Islands regarding the paument of allowances for the temporary administration of parishes, with a report request a decision on the matter.

24 July 1858 Reporting and remitting the record of a meeting held by the leading men of the villages of this Island regarding the means of taking care of public works.

24 July 1858 Enclosing the notice of the product of the small fund for rifles corresponding to the first semester of this year.

3 August 1858 Reporting the lack of any specific news in this province, except the lack of communication with the northern Islands for lack of a ship for the inter-island transport.

3 August 1858 Reporting the failure of the vaccination matter brought in glass vials by Dr. Vicente Guilló, and proposing that it be transmitted from arm to arm from that Capital of Manila as far as these Islands.

3 August 1858 Reporting the departure from these Islands of the Spanish schooner **Denia** on the 30th ult., bound for Manila with the public and private mails.

9 August 1858 Permission is requested for the promotion of immigration of Carolinians and to create a peaceful settlement for them in some of those Islands.³

30(?) August 1858 Reporting the sighting in the ports of this Island of a Spanish war corvette.⁴

13 August 1858 Reporting the granting of a residence at these Islands of María Leonarda, since she has finished serving her sentence at this garrison.

11 September 1858 Reporting the anchoring at the Island of Saipan of the English steam warship **Magicienne**.

17 September 1858 Reporting the renunciation of Rev. Father Aniceto Ibañez, Vicar Ecclesiastical of these Islands, as Rector [of the College].

19 December 1858 Reporting the fact that Rev. Fr. Isidoro Liberal has taken possession of his parish at Rota.

19 December 1858 Reporting the lack of news in this province.

19 December 1858 Reporting the fact that the voluntary tax with regards to small-pox expenses has already been collected and turned over to the Royal Treasury.

31 December 1858 Remitting a notice about the small fund from a tax on hunting rifles corresponding to the 2nd semester of this year.⁵

1 Ed. note: See Doc. 1858.B.

2 Remitted on 3 August 1858 aboard the U.S. bark **Reindeer**, Captain Townsend.

3 Remitted on 19 December 1858 aboard the merchantman **Invincible**, Captain John Tompson.

4 Probably the **Scipion** mentioned above.

5 Remitted on 2 May 1859 aboard the U.S. war schooner **Fenimore [Cooper]**, Captain Brooke.

Documents 1856B

More about would-be Consul Masters

Sources: Agaña archives (1900) and Safford's Papers, N° 4, in LC Mss. Div.

Note: See previous Doc. 1854A and 1855A.

B1. Letter of Governor De la Corte dated 21 April 1856

Original text in Spanish.

Exmo. Sor.

En mi comunicacion de 26 de Noviembre tuve el honor de dar cuenta á V.E. de las contestaciones habidas con Mr. Samuel J. Masters Agente comercial de los Estados Unidos de resultas de las cuales expedí á dicho Masters su pasaporte posteriormente en 7 de Febrero de esta año, participé á V.E. que el mismo Señor habia dado unos palos á un Capitan de buque de su nacion sobre lo cual actué la causa que tengo el honor de incluir á V.E. en la cual fue sentenciado Masters á destierro de estas Yslas.

Al parecer esta sentencia en concordancia con las Leyes me propuse al mismo tiempo, que no hubiese que vejar al dicho Masters ni exigirle pagos de dinero, por evitar las complicaciones que esto pudiera tener con una persona que á cada paso se apela á que es representante de su Gobierno y protesta en su nombre.

A pesar de todo por evitar aun toda clase de disgustos internacionales no insté á dicho Señor á que se marchase y permanecía aqui, confiado en mi sentir en que conseguiria apago de sus denuncias en sus conciudadanos y tal vez en la desaprobacion de V.E. á mis determinaciones.

El regreso á estas Yslas de la Goleta de su nacion Eduardo L. Frost procedente de Manila y el de Mr. Augusto E. Egerton, actuante en sus desacertados pasos de Setiembre debió desengañarlo (aunque no me consta) que no podia esperar mucho y á poco manifestó su decision espontanea de marcharse en dicho buque á las Yslas de Sandwich llevandose los enfermos Americanos y al Doctor que los asiste, todo pagado por cuenta de su Gobierno.

Esta solucion era la mas ventajosa que podia hallarse despues de los disgustos habidos, y el citado Masters, se iba sin cesar de repartir á todos que yo era un hombre muy recto. Estaba por tanto en el interés del Gobierno que este Señor se marchase asi espontaneamente y sin estrépito, porque de esta manera desaparecia el objeto material de la dificultad.

Así se hallaban las cosas á mediados del mes de Marzo pasado cuando se presentó á este Gobierno el Señor J. S. Van Yngen, natural de eos mismos Estados Unidos á quien segun comunicué á V.E. concedí negocios de comercio bajo el nombre de Thomas Spencer y Compañía, interin V.E. determinaba definitivamente, y me hizo presente verbalmente que el Señor Masters le debia algunas cantidades y se queria marchar sin pagarle á lo que le contesté que podia presentar su reclamacion y sería oido y satisfecho si aquel Señor tenia con que pero que si resultaba insolvente, ni podia ser motivo para detenerlo estando mandado que saliese.

Despues de esto el 19 del mismo mes por la noche se presentó á mi el Señor Masters, diciendome Van Yngen andaba circulando que yo lo detendría hasta que le pagase unas cantidades que injustamente le pedia, y queria saber si podía ó no embarcarse, pues de comprar efectos para la navegacion del Hospital y quedarse en tierra despues, se originarian perjuicios á él y á su Gobierno por los cuales protestaria. En consecuencia de esto el 20 por la mañana llame al dicho Van Yngen y despues de enterarlo de lo manifestado por el Señor Masters, le previene que si tenia algo que exponer como tenía indicado lo hiciese dentro de aquel dia ó el siguiente, despues del cual no le podría oír en razon á estar anunciada la salida del buque para el 22. Su contestacion fué, que yá el Sr. Masters le había escrito una carta ofreciendole pagar en Honolulu, con lo que paso aquel dia y los siguientes 21 y 22 sin que tuviese yo conocimiento de lo que sucedia entre ambos.

*En 23 se presentó Van Yngen en calidad de apoderado que era del Capitan de la Goleta **Eduardo L. Frost** y sacó los papeles que tenía depositados el buque, y segun decia saldría aquella tarde ó al siguiente dia del puerto para venir á la bahía de esta Ciudad á recibir sobre bordos los pasajeros.*

*Aquella tarde pasé á despedirme del Señor Masters y fui extraordinariamente sorprendido cuando me manifestó, que de acuerdo [con] Van Yngen y el Capitan Helmsted intentaban dejarlo en tierra, burlandose de las disposiciones del Gobierno, pues en lugar de apelar á él, Van Yngen había reducido al Capitan Helmsted á firmar una carta que me mostró y en la que le decia que no lo recibiría á bordo, sin que le presentase previamente un **certificado de Van Yngen** en que constase haber satisfecho todas sus deudas en esta Plaza.*

El interés del Gobierno en que Masters saliese de esta Ysla, la circunstancia de tener este á bordo efectos comprados de cuenta del Gobierno de los Estados Unidos y los perjuicios que me hizo presente Masters se seguirían al mismo Gobierno por la detencion aqui del Hospital tal vez de muchos meses; me hicieron atender á su deseo de que se impidiese la salida de la Goleta hasta aclarar y arreglar este asunto; y consiguiente á esto dí las órdenes convenientes para que se recogiesen de nuevo los papeles del buque y se le vigilase para evitar su fuga.

Estas ordenes no fueron cumplidas sino á medias por los dependientes de este Gobierno y la Goleta se fugó por la noche dejando aqui sus papeles.

Al siguiente dia apareció por la mañana frente á esta Ciudad, pero habiendo intimado al Capitan se presentase á este Gobierno contestó que no bajaría á tierra de ningun

modo y como no había medio de detenerlo y se fué de largo, dejando á Masters y su Hospital y á Mr. Edgerton á quien trajo de Manila con clausula en el pasaporte de V.E. de no permanecer aqui.

La conducta observada por Van Yngen en esta ocasion es de todo punto ilegal pues proponiendose á reclamar de Masters una cierta cantidad que no reconocía este como legitima, evadió la gestion judicial dando lugar al atentado del Capitan Helmsted.

Ademas de esto cuando Mr. Masters se presentó en nombre de su Gobierno reclamando contra Van Yngen daños y perjuicios por la detencion suya y del Hospital de su nacion, acompañó unas cartas que le había dirigido Van Yngen que justifican las inmorales y malas armas con que intentaba hacerse cobro de las cantidades que pedía á Masters.

Un hombre que ha justificado semejantes ideas y proceder no es en ninguna manera conveniente permanezca aqui y en este concepto le previene en el mismo dia 24 en que se marchó la Goleta que se dispusiese á salir de esta Ysla en la primera ocasion de viage para cualquier punto.

En el interin habiendo presentado Mr. Masters en nombre de su Gobierno la demanda de perjuicios contra Van Yngen por valor de 3130 pesos se le confirió traslado previniendole afiazase el pago de dichos perjuicios con el objeto de que no hiciese vaso [sic] el proximio [sic], enagenando todos sus efectos como lo estaba ya haciendo para marcharse y ocultando el producto, se negó abiertamente á dar toda seguridad por este concepto y por caucion se le embargaron algunos efectos de los pocos que dijo le quedaban aun, pues la mayor parte espuso haberlas vendido, y seguía en curso este asunto.

*El Sabado felizmente ha fondeado en el puerto de Apra la Fragata Anglo Americana **Benjamin R. Millan** con destino á esa Capital y habiendo contratado en ella su pasaje Mr. Masters con su hospital ha desistido de su demanda de perjuicios contra Van Yngen y se embarca hoy en dicho buque con el Doctor Beals y once enfermos en lo cual aseguro á V.E. tengo una verdadera satisfaccion, pues el caracter de este Señor Masters y su conducta no podian menos de ser un continuo origen de disgustos y compromisos para este Gobierno y no puedo menos de reiterar á V.E. con este motivo la absoluta necesidad de que no se permita á este Señor el regreso para permanecer en estas Yslas.*

Con este mismo buque ordené á Van Yngen marcharse, pero habiendome hecho presente que se le seguirian grandes trastornos de ir á Manila y de viajar reunido al Señor Masters he accedido á que permanezca hasta otra ocasion.

Espero, Exmo. Sor., que mis actos en esta ocasion merecerán la aprobacion de V.E. tanto en lo referente á la salida del Sr. Masters como en lo actuado y mandado contra el Sr. Van Yngen, pues pudiendose V.E. exponer por el testimonio que acompañó de lo actuado hasta ahora contra él á consecuencia de la reclamacion del Sr. Masters del contenido de las cartas dirigidas por él á Masters, considero no podrá menos de mirar como conveniente el que no permanezca aqui una persona que usa de tales medios para hacer valer sus reclamaciones; puede V.E. notar tambien que segun los escritos del Sor.

Masters ha intentado Van Yngen introducir aqui biblias en Español con miras anticatolicas.

V.E. sobre todo resolverá lo mas acertado.

Dios guarde à V.E. muchos años.

Agaña 21 de Abril de 1856.

Excmo. Sor.

Felipe de la Corte

[Al] Exmo. Sor. Gobernador y Capitan General de Filipinas.

Translation.

Your Excellency:

In my communication of 26 November ult., I had the honor to report to Y.E. the answers given to Mr. Samuel J. Masters, Commercial Agent of the United States, as a result of which I issued a passport to said Masters. Later on, on 7 February of this year, I informed Y.E. that said gentleman had beaten up with a stick a sea captain of his own nationality, about which I charged him. I now have the honor to send the case file to Y.E., by which it appears that I sentenced him to expulsion from these Islands.¹

It appears that this sentence, although in accordance with the law, does not include a fine, because I did not wish to vex said Masters nor obliged him to pay any money, in order to avoid complications that might arise with a person like him who, at every turn, appeals, saying that he represents his Government and protests in its behalf.

In spite of everything, in order to avoid any type of international incidents, I did not insist on his leaving or staying here, trusting in my opinion that his countrymen might withdraw their complaints and perhaps that Y.E. might not approve my decisions.

The return to these Islands of the U.S. schooner **Edward L. Frost** from Manila and that of Mr. August E. Egerton [rather Edward E. Edgerton], actor in his wayward proceedings of last September, must have been disappointed with him and could not hope much from him (though I am speculating about this). However, he soon made known his spontaneous decision to leave aboard said ship for the Sandwich Islands, taking along with him the sick Americans and the Doctor who was taking care of them, all of it paid for by his Government.

This solution is the most advantageous that could be found, adter the problems we have had with him. When he left, said Masters was telling everyone that I was a very correct man. Nevertheless, it was in the interest of the Government for this gentleman to go away in this spontaneous manner, because the material object of the difficulty was thus disappearing.

Such was the situation until the middle of last March , when Mr. J. S. Van Ingen, another native of the United States, came to this Government; he is the man I told Y.E.

¹ Ed. note: Lieut. Safford summarizes the incident thus: "Masters concealed himself in a door-way and as [Cap[tain] Norton [of the whaler **Ocean** of Warren] passed, he jumped out and beat him over the head with a yard-stick which was broken to pieces by the force of the blows."

about, to whom I granted a temporary trading license under the name of Thomas Spencer & Co, until Y.E. should make a definite decision. Well, He told me that Mr. Masters owed him certain sums and he wished to leave without paying him. I answered that he could present a written claim and he would be heard, and satisfied, if said gentleman could pay him; however, if he should be insolvent, this could not be a reason to hold him here, since he had been ordered to leave.

After this, on the 19th of said March in the evening, Mr. Masters came to see me, saying that Van Ingen was spreading the rumor that I would prevent him from leaving until he had paid certain sums that he was unjustly asked to pay, and he wished to know whether or not he could leave; indeed, if he bought effects for the voyage of the Hospital, while he stayed ashore afterwards, some prejudice would be caused him and to his Government, forcing him to present a claim. Consequently, on the morning of the 20th, I had said Van Ingen called, and after I told him what Mr. Masters had said, I warned him that if he had a claim against him, he was to present it that day, or the next, since it would not be possible to hear the case after that, given that the departure of the ship had been announced for the 22nd. His reply was that Mr. Masters had already given him a letter, offering to pay him in Honolulu. So it is that that day and the next days of the 21st and 22nd passed without me hearing anything of what was going on between them.¹

On the 23rd Van Ingen, acting as agent for the captain of the schooner **Edward L. Frost**, came to retrieve the ship's papers, and, according to him, the ship was to leave the port that afternoon, or the next day, and come to lay off and on the bay of this City to receive passengers.

That afternoon I went to say goodbye to Mr. Masters and was extraordinarily surprised when he told me that Van Ingen had convinced Captain Helmsted not to let him go on board, thus making a mockery of the Government's decision; indeed, instead of appealing to the Government, Van Ingen had induced Captain Helmsted to write a letter, that he showed me, in which he said that he would not accept him on board, unless he had on hand a **certificate from Van Ingen** saying that he had satisfied all his local debts.

The interest that the Government had in having Masters leave, the circumstance of his having him on board goods belonging to the Government of the United States and the prejudice that would result to said Government, according to Masters, if the Hospital were to remain here, perhaps many months, all of this made me agree with him that the departure of the schooner should be prevented until this matter was clarified

¹ Ed. note: Van Ingen had presented a bill to Masters, for food and other articles bought by him, but Masters objected, saying that such items were to have been charged at cost price, and not at prices exceeding what Van INgen had charged the ships in the harbor, etc. Another bill was for his services as clerk of the Consulate—\$300.00 for three months' service, etc. To counteract, Masters presented a bill to Van Ingen for board paid for him and for wine drunk by him, etc., a total of \$140.78.

and arranged. Consequently, I gave the appropriate orders for the ship's papers to be picked up again and to have the ship watched to prevent her flight.

These orders were not carried out in full by the dependents of this Government and the schooner took flight that night, leaving behind her papers.

The following morning, she appeared before this City, but, having summoned her captain to appear before this Government, he answered that he would not come ashore, no way, and since there was no means of holding him, he sailed off, leaving behind Masters and his Hospital and Mr. Edgerton also, the man who had a passport from Y.E. with a clause saying that he could not stay here.

The behavior of Van Ingen in this affair is completely illegal; indeed, intending to claim a certain sum from Masters, which the latter did not recognize as legitimate, he evaded the judicial process that led to the crime committed by Captain Helmsted.

In addition to this, when Mr. Masters sued Van Ingen on behalf of his Government for damages, for having caused his detention and that of the U.S. Hospital, he enclosed a few letters that Van Ingen had written to him and that revealed the immoral and bad manners that Van Ingen planned to use against Masters to get the sums that he claimed.

A man who had created such schemes and acted that way is not one whose presence should be tolerated here and that is why, on that very day, the 24th, the day the schooner left, I let him know that he should get ready to leave this Island at the first opportunity to go anywhere else.

Meanwhile, Mr. Masters presented a damage claim on behalf of his Government against Van Ingen for the sum of 3,130 pesos. I conferred upon him the right to secure the payment of said claim by seeking a surety bond from said man, but, as the latter was already getting ready to leave and had hidden the proceeds of his sales, he openly refused to give such bond. That is why his effects were embargoed, at least the few effects that were still in his possession; in fact, he said that most of them had already been sold, and he was liquidating the rest.

That Saturday, there fortunately arrived at the port of Apra the U.S. ship **Benjamin R. Millan** bound to that Capital and Masters, having chartered her to carry him and his Hospital, dropped his claim for damages against Van Ingen and today he is boarding said ship, along with Dr. Beals and eleven sick men. I assure Y.E. that I am truly relieved at this turn of events; indeed, the character of this Mr. Masters and his conduct are such that would have caused a continuous series of unpleasantness and compromises by this Government and I here take the opportunity to reiterate to Y.E. the absolute need for refusing to this gentleman permission to return to these Islands to stay.

I ordered Van Ingen to leave by the same ship, but, he made me understand that he would be greatly inconvenienced by having to go to Manila, and to travel in the company of Mr. Masters; so, I granted him permission to await another occasion.

Your Excellency, I hope that my actions on this occasion will deserve the approval of Y.E., not only in the matter of Masters' departure but also in the decisions regarding Van Ingen; indeed, Y.E. can see by the record of proceedings against Van Ingen as

a result of the claim of Mr. Masters, from the letters addressed by him to Masters, I consider that Y.E. will agree that it is not convenient for a person who uses such devious means to press his claims to remain here. Y.E. may also take note that, according to the letter of Mr. Masters, said Van Ingen has tried to introduce here some bibles in Spanish, with anti-Catholic intentions.

Y.E. may decide what you please.

May God save Y.E. for many years.

Agaña, 21 April 1856.

Your Excellency,

Felipe de la Corte

[To] His Excellency the Governor and Captain General of the Philippines.

B2. The aftermath—Letter dated 16 February 1857

Original text in Spanish.

Exmo. Sor.

Habiendose presentado en esta Mr. Eduardo F. Hall ciudadano de los Estados Unidos con poder de Tomas Spencer de Honolulu, principal de la Casa de comercio que representaba en esta Ysla Mr. J. S. Van Yngen y pedido se le entreguen los efectos abandonados por este, y testimonio de todo lo que dió lugar á aquel abandono asi se ha practicado.

Y lo participo á V.E. para su superior conocimiento y consiguiente á lo que tuve el honor de hacerle presente en 30 de Diciembre del año pasado.

Dios guarde á V.E. muchos años.

Agaña 16 de Febrero de 1857.

Exmo. Sor.

a result of the claim of Mr. Masters, from the letters addressed by him to Masters, I consider that Y.E. will agree that it is not convenient for a person who uses such devious means to press his claims to remain here. Y.E. may also take note that, according to the letter of Mr. Masters, said Van Ingen has tried to introduce here some bibles in Spanish, with anti-Catholic intentions.

Y.E. may decide what you please.

May God save Y.E. for many years.

Agaña, 21 April 1856.

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Y lo participo á V.E. para su superior conocimiento y consiguiente á lo que tuve el honor de hacerle presente en 30 de Diciembre del año pasado.

Dios guarde á V.E. muchos años.

Agaña 16 de Febrero de 1857.

Exmo. Sor.

F. de la Corte, &a.

Translation.

Your Excellency:

There appeared here a Mr. Edward F. Hall, citizen of the United States, with a power-of-attorney from Thomas Spencer of Honolulu, and a partner of said trading firm that Mr. J. S. Van Ingen had been an agent for in this Island. He requested that the goods abandoned by the latter be delivered to him, along with certified copies of everything that led to that abandonment; so it was done.

I so inform Y.E. for your better knowledge and to follow up on the other letter that I sent to Y.E. on 30 December of last year.

May God save Y.E. for many years.

Agaña, 16 February 1857.

Your Excellency,

F. de la Corte, etc.

Documents 1856C

The shipwreck of the English barque *Invincible* at Guam

Sources: Item 54, Mariana Is., LC Mss. Div.; cited in B&R 53: 388; 23 leaves.

Notes: Governor De la Corte—Report of the inquiry into the sale by public auction of the English bark Invincible, shipwrecked in the Bay of Agaña, dated Agaña, 12 January-21 April 1856. This ship was apparently owned in New Zealand. It must have been refloated and repaired, since a ship by that name is again mentioned in December 1858 as having brought the mail from Manila.

C1. The shipwreck

Note: The Last documents on file, in badly-transcribed English, belong to the beginning of the file. They are here reconstituted thus.

Letters of Captain Brier.

This is to certify that I, William Brier, Master of the Barque “Ynvencible” left Auckland New Zealand the 2th Nov. 1855 bound to Manilla ballasted with coal and spars and accidentally had to come in through the Reef of the city of Guam and struck upon the Reef coming in and is now inside moored in 4 fathoms.

Barque “Invencible”, 289 tons, 13 men.

William Brier, Master
Guam Jan’y 6th 1856.

Jan’y 6th 1856

To the Governor of Guam

Dear Sir,

As I have come in here this place through accident I wish that you will endeavour all in your power to get me the ship out as soon as possible as far as assistance goes give me all you can and I will pay any expenses incurred when the ship is outside.

William Brier

Master Barque Invencible.

Answer from Governor de la Corte

Don Felipe María de la Corte, Governor of the Marianas, etc.

I certify the truth of what Captain Brier of the Barque **Invencible** says. He is to be given all the help he requires to leave the anchorage of Agaña, but he is to remain responsible for any results, since the place where he came in is not a port. And for the record, I give him the present at his request.

Agaña 6 January 1856.

Felipe de la Corte

C2. Record of proceedings

Original text in Spanish.

Yslas Marianas—Año de 1856,

*Testimonio de las diligencias sobre la venta en publica almoneda de la Barca Ynglesa **Ymbencible** [sic] naufragada en la Bahía de Agaña.*

Juez: D. Felipe de la Corte Gobernador de las Yslas Marianas, Licenciado en Derecho.

Escrivano los testigos acompañados: D. José de la Cruz, Leocadio Crisostomo

Principia con un escrito en Yngles cuya traduccion es la siguiente:

Gobierno Militar y Politico de Marianas.

Agaña doce de Enero de mil ochocientos cincuenta y seis.

Pase al Ynterprete de este Gobierno para su traduccion .

La Corte.

Agaña doce de Enero de mil ochocientos cincuenta y seis.

A S. E. Don Felipe de la Corte.

*Señor. Como S.E. há sido informado por mi que la Barca Ynglesa **Ymbencible** perteneciente á Auckland de Nueva Zelanda y destinado para Manila ha barado sobre el arrecife en frente de esta Ciudad y esta totalmente perdida á mi; S.E. por lo tanto tomará noticia que yo abandono el Buque y todo lo que pertenece á ello á Vd. y suplico á su Excelencia de usar su ultima influencia de salvar cualquiera propiedad [que] pertenece al Buque, y disponer de lo mismo, junto con el Buque y todo lo que pertenece á el á publica subasta al mejor postor por el beneficio del cual puede concernir [sic].*

Tocante de la tripulacion de la dicha Barca S.E. actuará segun costumbre en tales casos.

*William Brier, Capitan que fué de la Barca **Ymbencible**.*

Está fielmente traducido del Ynglès al Castellano.

El Ynterprete, Juan Anderson

Gobierno Militar y Politico de Marianas.

Agaña diez de Enero de mil ochocientos cincuent y seis.

Pase al Juscgado para los efectos á que halla lugar.

La Corte

*Don Felipe de la Corte Gobernador Militar y Politico de estas Yslas Marianas, Comandante de Marina, Abogado de los Reales Tribunales y Juez Ordinario en las mismas Yslas, habiendo de proceder en los asuntos relativos á la Barca Ynglesa **Ymbencible** naufragada en esta Bahía de Agaña y no habiendo escribano publico en estas Yslas, nombro por mi testigo acompañado á Don José de la Cruz Secretario de este Gobierno y á Leocadio Crisostomo, los cuales enterados de este nombramiento dijeron que aceptaban y ofrecieron bajo juramento cumplir bien y fielmente su encargo y lo firmaron en esta Ciudad de Agaña á doce de Enero de mil ochocientos cincuenta y seis, conmigo que certifico.*

*Felipe de la Corte
José de la Cruz
Leocadio Crisostomo*

Auto

*Por presentado y como lo pide el Capitan William Brier de la Barca Ynglesa **Ymbencible** vendase en publica subasta dicho Buque naufragado con todos los pertrechos salvados de él y su cargamento debiendo para el efecto hacer dicho Capitan entrega de todo lo salvado á Don Juan Anderson Ayudante de este Puerto é Ynterprete de este Gobierno quien se hará cargo de ello por Ynbentario formando por separado el de los efectos que existen en tierra y el de los que por no haber podido salvarse se hallan en el lugar del naufragio. Y á fin de que pueda obtenerse algun valor de estos ultimos efectos que corren el riesgo de desaparecer en el momento que halla un tiempo se señala el Martes quince de la corriente para el remate en publica subasta que tendrá lugar á las diez del referido dia en este Palacio poniendose en el mismo dia de hoy los edictos y circulando á todos los pueblos de esta Ysla. Notifiquese por el Ynterprete de este Gobierno al Capitan Brier. Asi lo mandó y firmó el Señor Juez en Agaña á doce de Enero de mil ochocientos cincuenta y seis de que damos feé.*

*La Corte
José de la Cruz
Leocadio Crisostomo*

...

En la Ciudad de Agaña á doce de Enero de mil ochocientos cincuenta y seis, presentes el Capitan, Don Juan Anderson procedió á formar el Ymbentario de entrega siguiente:

Ymbentario de los efectos pertenecientes á la Barca naufragada Ynglesa **Ymbencible**.

***Existentes en el lugar del naufragio
Pertenecientes al Buque***

Casco.

- 3 *Tres palos mayores*
- 1 *Un Bopres y botalan de foque*
- 1 *Un Molinete*
- 2 *Dos Cables de ciento y veinte brazas cada uno*
- 3 *Tres Anclas.*

Velamen

- 3 *Tres Gabias*
- 2 *Dos sobre Juanetes*
- 1 *Una vela mayor*
- 2 *Dos trinquetes*
- 1 *Una mesana*
- 2 *Dos Mas de gabia*
- 2 *Dos id. arrastreras*
- 1 *Un Juanete*
- 1 *Una vela cangrejo*
- Jarcias mayores y algunas maniobras perchas y motones.*
- 1 *Una cocina de fierro*
- 50 *Cincuenta toneladas de carbon de piedra*
- 13 *Trece perchas de Nueva Zelanda de cuarenta á cincuenta pies de largo*
- 20 *Veinte toneladas de leña*

Pertenecientes al Armador

- 4 *Cuatro ó seis barriles de carne salada*
- 2 *Dos Cajas de herramientas*
- 1 *Un botequin*
- 1 *Un saco de azucar*
- 5 *Cinco id. de galleta*
- 1 *Un saco de frioles*
- 1 *Un id. de arroz*

Algunas planchas de Cobre

Existentes en tierra pertenecientes á la Casa del Seguro

- 1 *Un foque nuevo*
- 3 *Juanetes*
- 1 *Un foque*
- 1 *Un mayor nuevo*
- 1 *Un sobre nuevo*
- 1 *Un trinquetillo nuevo*
- 1 *Un fofoque [sic]*
- 1 *1 Mesana*
- 1 *Una escandalosa*
- 2 *Dos alas de juanete*

- *Una cantidad de maniobras*
- 2 *Dos masteleros de gabia*
- 2 *Dos vergas de gabia*
- 2 *Dos id. mayores*
- 1 *Uno id. sobre*
- 1 *Una botabara y pico*
- 1 *Un mastelero de sobre misana*
- 2 *Dos perchas de respeto*
- 10 *Diez botalones de alas*
- *Una cantidad de motones*
- 4 *Cuatro luces patentes de combes*
- 4 *Cuatro id. por el costado*
- 1 *Un cordel de sondalesa*
- 1 *Una bandera Ynglesa*
- 1 *Una abitacura*
- 3 *Tres agujones*
- 1 *Una cantidad de forniture*
- 2 *Dos gallineras*
- 1 *Un farol*
- 1 *Una rueda de timon*
- 2 *Dos bollas [sic] salvavidas*
- 3 *Tres escaleras*
- 1 *Un pie derecho de cobre*
- *Algunos valdes ó barriles*
- 1 *Una vela nueva de bote*
- 3 *Tres botes*

Pertenecientes al Armador en tierra

- 1 *Una rolla de mecate nueva*
- 1 *Una cantidad de mecaterias*
- 1 *Una id. de meollar.*
- 1 *Una id. de cuero*
- 4 *Cuatro escofinas para combes*
- 6 *Seis fusiles*
- 6 *Seis sables*
- 4 *Cuatro picos de abordage*
- 1 *Una lampara patente*
- 1 *Una mesita de suspension*
- 2 *Dos varillas de bronce*
- *Algunas losarias y utensilios para la cosina*
- 2 *Dos barriles de carne*
- 1 *Uno id. de [h]arina*

- *Parte de un barril de vinagre*
3 Tres rollos de lona é [h]ilos de coser

- *Algunas lonas sueltas*
5 Cinco ojas [sic] de lata de aceyte

De cuyos efectos queda hecho cargo D. Juan Anderson, y lo firmó con el Capitan y nosotros de que damos fé.

*William Brier Capt Master Barque **Invincible.***

Juan Anderson

José de la Cruz

Leocadio Crisostomo

Diligencia.

En la ciudad de Agaña à quince del corriente hacemos constar haberse unido la orden circular pasado à los pueblos compuestos de dos [ojas] utiles que quedan unidos à continuation de que damos fé.

José de la Cruz

Leocadio Crisostomo

Circular.

Gobierno Militar y Politico de Marianas.

En esta fecha he mandado publicar el dicto siguiente.

*Hacemos saber al publico que el Martes quince de los corrientes por orden del Señor Gobernador Juez ordinario en estas Yslas se venderán en publica subasta en el Real Palacio à las diez de la mañana de dicho dia el Casco y efectos que contiene de la Barca Ynglesa naufragada nombrada **Ynvencible**, sita cerca de la varra de esta Ciudad adjudicandose al mejor postor á las doce en punto de dicho dia.*

Lo que hacemos publicar para conocimiento del publico de orden del mismo Señor Gobernador.

Agaña doce de Enero de mil ochocientos cincuenta y seis.

La Corte

A los Gobernadorcillos de todos los pueblos.

Enterado para su cumplimiento. Umata trece de Enero de mil ochocientos cincuenta y seis.

El Gobernadorcillo José Aguon

Enterado para su cumplimiento. Merizo trece de Enero de mil ochocientos cincuenta y seis.

El Gobernadorcillo Manuel Taguacta

Enterado para su cumplimiento. Ynarajan trece de Enero de mil ochocientos cincuenta y seis.

El Gobernadorcillo José Naputi

Pago catorce de Enero de mil ochocientos cincuenta y seis.

Anotado para su cumplimiento.

El Gobernadorcillo Nicolas Atoigui

Auto.

Unase á los Autos de su referencia. Asi lo mandó y rubricó el Señor Juez en Agaña á quince de Enero de mil ochocientos cincuenta y seis de que damos fé.

Sigue una rubrica.

José de la Cruz

Leocadio Crisostomo

*En la Ciudad de Agaña á quince de Enero de mil ochocientos cincuenta y seis ha-
viendose dado principio á las dies de la mañana á venta en publica subasta del casco de
la Barca **Ynvencible** con todo lo que contenia y consta en el inventario á fojas cuatro
vuelta y despues de varias pujas y repujas siendo las doce y media del día y habiendo
hecho presente á los postores que el que comprase el Barco quedaba obligado á respon-
der de los perjuicios que pudiera ocasionar al Puerto la caída del Buque sobre la varra
y habiendole manifestado al mismo tiempo que el que le comprase tenia derecho á sacar
durante un mes dos anclotes que el buque tiene en la mar; se remato dicho buque con
estas condiciones en la cantidad de mil trescientos y tres pesos, por los Señores Thomas
Spencer y Compañia hallandose presente el Capitan de dicho buque y como Ynterprete
D. Vicente Deza y no haiendo nadie que hiciese mejores preposiciones [sic] dispuso el
Señor Juez se cerrase la subasta y lo firmó con nosotros de que damos fee.*

Sigue una rubrica.

José de la Cruz

Leocadio Crisostomo

Auto.

*Notifiquese al Capitan del buque. Asi lo mandó y rubricó el Señor Juez en Agaña á
quince de Enero de mil ochocientos cincuenta y seis de que damos fee.*

Sigue una rubrica.

José de la Cruz

Leocadio Crisostomo

Notificacion.

*En el mismo dia mes y año notificando el auto anterior por medio del Ynterprete al
Capitan de la Barca Ynglesa **Ynvencible** y dijo, quedar enterado y lo firmó de que
damos fee.*

*William Brier, Master Barque **Ynvencible**.*

Juan Anderson

*José de la Cruz
Leocadio Crisostomo*

Auto.

*Publiquese edictos circulares á todos los pueblos de esta Ysla que el Jueves diez y siete del corriente de ocho á doce de su mañana se venderan en publica almoneda los efectos salvados de la Barca Ynglesa **Ynvencible** existentes en tierra, en el emboteadero de esta Ciudad y en la Casa de Ricardo Milincham [sic] verificandose el remate de los mejores postores de cada cosa de lo que constan en el Ynventario y teniendo lugar el Acto en la referida casa donde estaran de manifiesto asi como en la playa los que aqui se hallan los efectos citados. Asi lo mandó y rubricó el Señor Juez en Agaña á quince de Enero de mil ochocientos cincuenta y seis de que damos fee.*

Sigue una rubrica.

*José de la Cruz
Leocadio Crisostomo*

Notificacion.

*En el mismo dia mes y año notificamos el auto anterior al Capitan de la Barca **Ynvencible** por medio del Ynterprete y dijo quedar enterado y lo firmó de que damos fee.*

*William Brier
Juan Anderson
José de la Cruz
Leocadio Crisostomo*

Diligencia.

*En el mismo dia mes y año hacemos constar haberse estendido y fijado tres edictos en los parages publicos de esta Capital y haberse circulado una orden á todos los pueblo de esta Provincia haviendo saver que el Jueves á las doce del dia han de rematarse en publica almoneda en la Casa de Ricardo Milichan los efectos salvados de la Barca Ynglesa **Ynvencible**, de que damos fee.*

*José de la Cruz
Leocadio Crisostomo*

Diligencia.

*En la Ciudad de Agaña á diez y siete de Enero del corriente haciendo constar haber debuelto los pueblos la Circular en que se anunciaba para este dia la venta en publica subasta de los efectos salvados de la Barca **Ynvencible** y haberla unido acontinuacion en dos ojas utiles de que damos fee.*

*José de la Cruz
Leocadio Crisostomo*

...

Auto.

A los de su referencia. Asi lo mandó y rubricó el Señor Juez en Agaña á diez y siete de Enero de mil ochocientos cincuenta y seis de que damos feé.

Sigue una rubrica.

José de la Cruz

Leocadio Crisostomo

*En dicha Ciudad dicho dia mes y año á las ocho de la mañana habiendose constituido el Juzgado en el lugar donde se hallan los efectos salvados de la Barca Ynglesa **Ynvincible**, y hallandose presente el Capitan de dicho Buque William Brier se dió principio á la venta en publica subasta y varias pujas y repujas se remataron los referidos efectos en la forma siguiente.*

Pertenicientes á la Casa del Seguro

Pesos/Res/Ctos

<i>1 Un foque nuevo, rematado por el Capitan Jenny en veinte y un pesos</i>	<i>21 - -</i>
<i>3 Tres juanetes, rematados por el Capitan B. Sisson, en cuarenta y dos pesos</i>	<i>42 - -</i>
<i>1 Un foque rematado por Don Felix Calvo en nueve pesos</i>	<i>9 - -</i>
<i>1 Una mayor nueva rematado por Don Felix Calvo en ochenta pesos</i>	<i>80 - -</i>
<i>1 Un sobre nuevo rematado por Don Felix Calvo on ocho pesos</i>	<i>8 - -</i>
<i>1 Un trinquete nuevo rematado por el Capitan Jenny en dies pesos</i>	<i>10 - -</i>
<i>1 Un foque rematado por Don Felix Calvo en dos pesos y seis reales</i>	<i>2 6 -</i>
<i>1 Una misana rematado por el Padre Aniceto Ybañez en dos pesos y tres reales</i>	<i>2 3 -</i>
<i>1 Una escandaloza rematado por Don Felix Calvo en un peso</i>	<i>1 - -</i>
<i>2 Dos alas de juanete rematados por Don Felix Calvo en un peso</i>	<i>1 - -</i>
<i>- Una cantidad de maniobras rematado por Don Felix Calvo en tres pesos ...</i>	<i>3 - -</i>
<i>2 Dos masteleros de gavia rematados por Van Ingen en tres pesos</i>	<i>3 - -</i>
<i>2 Dos masteleros de juanetes rematados por Van Yngen en dos pesos y cuatro reales</i>	<i>2 4 -</i>
<i>1 Una misana, rematado por Don Felix Calvo en dos pesos y cinco reales ...</i>	<i>2 5 -</i>
<i>2 Dos bergas de gabia, rematado por Van Yngen en siete pesos</i>	<i>7 - -</i>
<i>2 Dos bergas mayores, rematado por Van Yngen en treinta pesos</i>	<i>30 - -</i>
<i>1 Una id. de sobre, rematado por Don Felix Calvo en tres reales</i>	<i>- 3 -</i>
<i>1 Una betabara y pico, rematado por Don Felix Calvo, en cuatro reales</i>	<i>- 4 -</i>
<i>1 Un mastelero de sobre misana rematados por Don Felix Calvo, en tres pesos y seis reales</i>	<i>3 6 -</i>
<i>2 Dos perchas de respeto, rematado por Don Felix Calvo, en un peso</i>	<i>1 - -</i>
<i>10 Diez botalones de alas, rematados por Don Felix Calvo, en un peso y tres reales</i>	<i>1 3 -</i>
<i>- Una cantidad de motones, rematados por el Padre Aniceto Ybañez en tres pesos y dos reales</i>	<i>3 2 -</i>

4 Cuatro luces patentes de combes, rematado por Van Yngen, en 1 peso	1 --
4 Cristales para luces por el costado rematados por el Capitan B. Sisson en un peso	1 --
1 Un cordel de sondalesa, rematado por el Capitan B. Sisson, en dos pesos y dos reales	2 2 -
1 Una bandera ynglesa, rematado por el Piloto Eduardo, en cinco pesos y seis reales	5 6 -
1 Una abitacura rematado por el Capitan B. Sisson, en cuatro pesos y dos reales	4 2 -
3 Tres agujones rematados por el Capitan B. Sisson en tres pesos y cinco reales	3 5 -
1 Una cantidad de forniture rematados por el Padre Aniceto Ybañez en cuatro pesos y un real	4 1 -
2 Dos gallineros rematados por el Padre Aniceto Ybañez en tres pesos y tres reales	3 3 -
1 Un farol rematado por el Padre Aniceto en dos reales	- 2 -
1 Un rueda de timon rematado por Van Yngen en dos pesos y seis reales	2 6 -
2 Dos boyas salvavidas rematados por el Capitan B. Sisson en un peso y un real	1 1 -
3 Tres escaleras rematados por Don Felix Calvo en dos reales	- 2 -
1 Un pie derecho de bronce rematado por Van Yngen en un peso	1 --
- Algunos baldes ó barriles rematados por Don Felix Calvo en dos pesos	2 --
2 Dos velas nuevas de bote rematados por Don Felix Calvo en dos reales	- 2 -

Pertenecientes al Armador.

1 Un rollo de mecate nuevo, rematados por Don Felix Calvo en seis pesos y un real	6 1 -
1 Una cantidad de mecaterias, rematados por Van Yngen en tres pesos	3 --
1 Una id. de meollar	
4 Cuatro escofines para combes	
1 Una cantidad de cuero rematado por Van Yngen en dos pesos y un real	2 1 -
7 Siete fusiles, rematados por Don Felix Calvo en un peso	1 --
6 Seis sables, rematados por Don. Felix Calvo, en dos pesos y seis reales	1 6 -
4 Cuatro picos de abordage, rematados por Don Felix Calvo en dos reales ...	- 2 -
1 Una lampara de patente, rematado por el Capitan B. Sisson en un peso, y tres reales	1 3 -
1 Una mesita de suspension rematado por el Capitan B. Sisson, en dos reales	- 2 -
2 Dos varrillas de bronce, rematados por el Capitan B. Sisson, en dos pesos y un real	2 1 -
- Algunas lozas y utensilios para la cocina rematados por Van Yngen en nueve pesos y tres reales	9 3 -

<i>2 Dos barriles de carne, rematados por el Capitan B. Sisson en cuarenta y ocho pesos</i>	<i>48 - -</i>
<i>1 Una id. de arina, rematados por el Padre Aniceto Ybañez en seis pesos</i>	<i>6 - -</i>
<i>- Parte de un barril de vinagre, rematado por el Capitan B. Sisson en dos pesos y cuatro reales</i>	<i>24 -</i>
<i>3 Tres rollos de lona, y algunas sueltas rematados por el Padre Aniceto Ybañez en veintidos pesos y un real</i>	<i>22 1 -</i>
<i>5 Cinco latas de azeyte, rematados por Van Yngen en cuatro pesos</i>	<i>4 - -</i>
<i>1 Una campana, rematados por el Padre Aniceto Ybañez en tres pesos y un real</i>	<i>3 1 -</i>
<i>- Banderas rematados por Don Felix Calvo en un real</i>	<i>- 1 -</i>
<i>1 Una lancha que esta en el agua, rematado por Van Yngen, en ocho pesos y cuatro reales</i>	<i>8 4 -</i>
<i>1 Un bote que está en la playa rematado por Van Yngen en sesenta y dos pesos y dos reales</i>	<i>62 2 -</i>
<i>1 Un bote chico en la playa rematado por el Gobernadorcillo Don Pedro de León Guerrero en diez pesos</i>	<i>10 - -</i>
	<i>-----</i>
	<i>[Total:] 463 4 -</i>
	<i>-----</i>

Con lo cual importando el total de los efectos rematados la cantidad de cuatrocientos sesenta y tres pesos, y cuatro reales, y no habiendo mas que rematar se concluyó el acto siendo las doce del dia y lo firmó el Señor Juez con nosotros de que damos fee.

Sigue una rubrica.

José de la Cruz

Leocadio Crisostomo

...

Diligencia.

Hacemos constar que en este dia ha hecho entrega el Capitan Mr. William Brier á los compradores de los efectos que han rematado habiendo ellos satisfecho su valor á Don Felix Calvo que quedaba hecho cargo de la cantidad de mil setecientos sesenta y seis pesos, y cuatro reales y lo firmaron todos con el Ynterprete Don Juan Anderson que damos fé.

Felix Calvo

Fr. Aniceto Ybañez

Pedro de León Guerrero

F. S. Van Yngen

Benj. H. Sisson

Jonathan Jenny

John Edwards

William Brier

Juan Anderson

*José de la Cruz
Leocadio Crisostomo*

[Petition presented by the shipwrecked crew]

Sigue una traduccion en Español del escrito en Yngles que se halla al folio siguiente firmado por William James [or Turner], Alexander Paul, X de John Lynch, X de William Davis, Robert Moore, H. Brooking, Paum Ramure [sic], John Frasier, John Haskell(?), William Parkin, George Green:

Al Señor Gobernador de las Yslas Marianas Don Felipe Maria de la Corte.

*Señor, nosotros los marineros naufragados de **Ynvencible** de Flochan [sic] al mando de su Capitan Guillermo Brier humildemente le rogamos á Ud. nos haga justicia como está en su poder el ver que nuestro sueldo se pague y segun el Capitan nos prometió; segun las leyes Yngleses previene de que todo marino yngles que naufrague en una Ysla como esta donde el naufragio se puede vender, los sueldos son extractado de la compra, y por no tener en este Puerto Consul Yngles el Capitan está obligado á despacharnos á nuestro pais ó buscarnos pasage al Puerto mas inmediato donde nuestro Gobierno puede protegernos, y asi le suplicamos á Ud. encarecidamente de vernos con ojos de piedad, que el Capitan nos pague el sueldo que tenemos vencido y obligarle á él para que nos proporcione pasage al costo del Gobierno Yngles.*

Dios guarde á Ud. muchos años.

Agaña á catorce de Enero de mil ochocientos cincuenta y seis.

Sigue un escrito en Yngles cuya traduccion es el anterior firmado por William Turner, Alexander Paul, John Lynch, X de William Davis, Robert Moore, H. Brooking, Sam Ramsey, John Frasier, John Haskell, William Parkin, George Green.

Gobierno Militar y Politico de Marianas.

Agaña diez y seis de Enero de mil ochocientos cincuenta y seis.

*Pase este escrito al Capitan Brier de la Barca naufragada **Ynvencible** para que manifieste acontinuacion lo que se le ofrezca y parezca sobre la reclamacion que hacen contra él los individuos de su tripulacion enteramente de este decreto por el Ynterprete de este Gobierno.*

La Corte

Sigue una traduccion en Español del escrito en Yngles:

A S.E. Gobernador de Agaña.

*Señor: En contestacion de la peticion que le mando á Ud. la tripulacion de la Barca **Ynvencible** V.E. sabrá muy bien es mi intencion hacer lo mejor que yo puedo para ellos y como que habrá suficiente dinero de la venta del naufragio despues de que se pague los gastos del Barco yó lo haré en responsabilidad de los dueños de pagar los sueldos de dicho dinero pero lo que es por otros gastos que la tripulacion hagan lo pondré en manos de V.E. para que disponga de ello.*

William Brier, Capitan de la Barca Ynglesa Ynvencible.

Lista de los sueldos de los marineros de la Barca Yglesa Ynvencible.

<i>Names</i>	<i>Capacity</i>	<i>Wages due</i>	<i>[Signature]</i>
<i>Edwards</i>	<i>First Officer</i>	<i>£30,13,6 \$138</i>	<i>Recd. John Edwards</i>
<i>Macdonald</i>	<i>2nd Officer</i>	<i>11,19,6 \$59</i>	<i>Recd. Donald McDonald</i>
<i>J. Surtte</i>	<i>Carpenter</i>	<i>18,9,6 \$--</i>	<i>John Gustte [sic]</i>
<i>Wm. Davis</i>	<i>Seaman</i>	<i>7,10, \$10</i>	<i>William Davis</i>
<i>A. Paul</i>	<i>Seaman</i>	<i>8,10,0 \$10</i>	<i>Alexander Paul</i>
<i>H. Brooking</i>	<i>Seaman</i>	<i>5,15,9 \$10</i>	<i>Recd. H. Brooking</i>
<i>J. Lynch</i>	<i>Seaman</i>	<i>0,4,0 \$1</i>	<i>No sabe firmar</i>
<i>Ramsey</i>	<i>Steward</i>	<i>11,7,0 \$10</i>	<i>Sam Ramsey</i>
<i>Turner</i>	<i>Cook</i>	<i>10,5,6 \$10</i>	<i>William Turner</i>
<i>B. Moore</i>	<i>Boy</i>	<i>2,6,0 \$2</i>	<i>Robert Moore</i>
<i>J. Fraser</i>	<i>Boy</i>	<i>1,4,0 \$2</i>	<i>John Fraser</i>
<i>William Parkin</i>	<i>Seaman</i>	<i>9,7,6 \$--</i>	<i>William Parkin</i>
<i>G. Green</i>	<i>Seaman</i>	<i>1,8,0 \$2</i>	<i>George Green</i>

119,2,9

Wages due against the Wreck of the Barque Ynvencible: £ 119,2,9 [Pounds sterling]

William Brier Capt Master

@ \$4.50 por £ hacen \$544.98 [pesos]

Decreto.

Gobierno Militar y Politico de Marianas.

Agaña diez y nueve de Enero de mil ochocientos cincuenta y seis.

*Pase al Juzgado que entiende en los asuntos del naufragio del **Ynvencible** con la cuenta presentada por el Capitan de los alcances de los individuos de la tripulacion.*

La Corte

...

Auto.

Entreguense los mil y diez pesos con ochenta y cinco centecimos al Capitan ó Capitanes de Buques que marchan para Kongkong y quieran recibirlos a condicion de entregar las cantidades que reciban al Gobernador de aquel punto a quien se remitirán estas diligencias con los recibos ó libramientos de los expresados Capitanes sacandose testimonio de todo lo actuado para que obre en el archivo de este Gobierno. Asi lo mandó y firmó el Señor Gobernador con nosotros que damos fé.

Felipe de la Corte

José de la Cruz

Leocadio Crisostomo

...

[Passages to Hong-Kong arranged on 23 and 24 January 1856]

Diligencia.

*En el mismo día mes y año hacemos constar haber entregado al Capitan Mr. Jonathan Jenny de la Fragata Anglo Americana Ballenera **George** la cantidad de doscientos pesos mediante libramiento a favor del Gobernador de Hong-kong de que damos feé.*

José de la Cruz

Leocadio Crisostomo

Diligencia.

En la misma Ciudad á veintte y cuatro del corriente hacemos constar haberse entregado al Capitan Mr. John Graham de la Barca Anglo Americana Dayard [sic]¹ la cantidad de ochocientos diez pesos y ochenta y cinco centesimos mediante recibo (\$810.85) y á devolver al Gobernador de Hong-kong á su llegada en aquel puerto de que damos feé.

José de la Cruz

Leocadio Crisostomo

[Certificate issued by Governor de la Corte]

Don Felipe Maria de la Corte Teniente Coronel graduado Comandante efectivo de Ynfanteria, Capitan del Cuerpo de Yngenieros del Ejercito, Gobernador Militar y Politico, y Comandante de Marina de estas Yslas Marianas:

Certifico que las precedentes diligencias han sido actuadas por mi, y ante mis testigos acompañados reanunir [sic] en este punto la Real Juridiccion ordinaria y no haber escrivano publico en estas Yslas, y para que conste firmo la presente de mi mano y sellado con el de este Gobierno en Agaña á veinte y cuatro de Enero de mil ochocientos cincuenta y seis.

Felipe de la Corte

Lugar del sello.

...

Translation.

Mariana Islands—Year of 1856.

Record of the proceedings in the sale by public auction of the English Bark **Inven- cible** wrecked in the Bay of Agaña.

Judge: Mr. Felipe de la Corte, Governor of the Mariana Islands, and lawyer.

Clerk, the corroborating witnesses: José de la Cruz, Leocadio Crisostomo.

It begins with a note in English whose translation is as follows:

1 Ed. note: Rather Ballard, see below.

Military and Political Governor of the Marianas.

Agaña, 12 January 1856.

Pass this letter to the Government Interpreter for its translation.

La Corte.

[Re-translation]

Agaña, January 12th 1856.

To H.E. Mr. Felipe de la Corte.

Sir:

As Y.E. has been informed by me, the English barque **Invencible** of Auckland, New Zealand, bound to Manila, had grounded upon the reef in front of this City and is a complete loss to me. Y.E. will therefore take note that I abandon the Ship and everything belonging to it to you, and I beg Your Excellency to do whatever may be in your power to save the property belonging to the Ship, and dispose of same, as well as the ship, and everything that belongs to it at a public auction to the best bidder for the benefit of whom it may concern.

With regards to the crew of said Barque, Y.E. will please do what custom requires in such cases.

William Brier, late Master of the Barque **Invencible**.

This is a literal translation from English to Spanish.

John Anderson, Interpreter.

Military and Political Government of the Marianas.

Agaña, 10 January 1856.

Pass the file to the court-room for further proceedings.

La Corte

I, Felipe de la Corte, Military and Political Governor of these Mariana Islands, Navy Commander, Attorney for the Royal Tribunals, and Ordinary Judge for said Islands, having to proceed in the case of the English Barque **Invencible** that was wrecked in this Bay of Agaña, and there being no public notary in these Islands, thereby appoint as my corroborating witness Mr. José de la Cruz, Government Secretary, and Leocadio Crisostomo. They, having been notified of said appointment, said that they accepted it and offered under oath to comply well and faithfully with their duty and they signed their names at this City of Agaña on the 12th of January of 1856, along with me, for which I vouch.

Felipe de la Corte

José de la Cruz

Leocadio Crisostomo

Edict.

As noted above, and as requested by Captain William Brier of the English Barque **Invencible** let there be a sale by public auction of said shipwrecked ship with all the equipment salvaged from her and her freight. To this effect, said Captain is to turn over everything salvaged to Mr. John Anderson, Adjutant of this Port and Interpreter of this Government, who shall take charge of it and make a separate inventory of the effects already ashore and of those that could not be salvaged and are still at the site of the shipwreck. And in order to get some value out of the latter effects that run the risk of disappearing during the next storm, Tuesday the 15th of this month has been chosen as the date of the sale by public auction which is to take place at 10 o'clock of said day in this Palace. The required edicts and posters are to be fixed in all the villages of this Island today. The Government Interpreter is to notify Captain Brier. So ordered and signed His Lordship the Judge at Agaña on the 12th of January 1856.

La Corte
 José de la Cruz
 Leocadio Crisostomo

...

[The announcement was published on that same day. John Anderson produced a list of the effects for sale.]

..

In the City of Agaña on the 12th of January 1856, in the presence of the Captain, Mr. John Anderson proceeded to make an Inventory of the things delivered, as follows:

Inventory of the effects belonging to the shipwrecked English Barque Invencible.

**At the site of the shipwreck
 Belonging to the Ship**

Hull.

- 3 large masts.
- 1 bowsprit and jib-boom.
- 1 capstan
- 2 cables of 120 fathoms each.
- 3 anchors.

Sails

- 3 main topsails.
- 2 topgallant sails.
- 1 main sail.
- 2 foresails.
- 1 mizzen sail.
- 2 more topsails.
- 2 stay sails.
- 1 topsail.

- 1 gaff sail.
- Main rigging and some running rigging, yards and blocks.
- 1 iron stove.
- 50 tons of hard coal.
- 13 pieces of mast from New Zealand of 40 to 50 feet in length.
- 20 tons of firewood.

Belonging to the Ship-owner

- 4 or 6 barrels of salted beef.
- 2 Boxes of tools.
- 1 medicine chest.
- 1 bag of sugar.
- 5 bags of bread.
- 1 bag of beans.
- 1 bag of rice.

A few copper plates.

Articles ashore belonging to the Insurer

- 1 new jib sail.
- 3 topgallant sails.
- 1 jib sail.
- 1 new main sail.
- 1 new topgallant sail.
- 1 new fore topsail.
- 1 center jib sail.
- 1 mizzen sail.
- 1 studding-topsails.
- quantity of ropes.
- 2 fore top masts.
- 2 fore yards.
- 2 main yards.
- 1 main top yards.
- 1 driver-boom and extension.
- 1 mizzen topmast.
- 1 spare yards.
- 10 studding-sails.
- quantity of blocks.
- 4 patent deck lamps.
- 4 patent side lamps.
- 1 sounding line.
- 1 English flag.
- 1 mooring cable.
- 3 compasses.

- 1 quantity of furniture.
- 1 chicken coops.
- 1 [portable] lamp.
- 1 wheel for the helm.
- 2 life-saving buoys.
- 3 ladders.
- 1 copper stanchion.
- a few buckets or barrels.
- 1 new sail for a boat.
- 3 boats.

Belonging to the Ship-owner ashore

- 1 roll of new *mecate* [sennit].
- 1 quantity of *mecaterías* [sennit?]
- 1 quantity of spun-yarn.
- 1 quantity of hides.
- 4 caulker's irons for the deck.
- 6 rifles.
- 6 sabers.
- 4 boarding hooks.
- 1 patent lamp.
- 1 small shelf-type table.
- 1 brass bars.
- some dishes and utensils for the galley.
- 2 barrels of meat.
- 1 barrel of flour.
- part of a barrel of vinager.
- 3 rolls of sail-cloth and sail-thread.
- a few loose pieces of sail-cloth.
- 5 tin cans of oil.

Mr. John Anderson has taken charge of the above effects, and singed it, along with the Captain and we the undersigned vouch for same.

William Brier, Capt. Master of Barque **Invencible**.¹

John Anderson

José de la Cruz

Leocadio Crisostomo

Proceeding.

In the city of Agaña on the 15th inst., we have enclosed a copy of the circular that was sent to the villages, consisting of two pages, whose text follows:

¹ Ed. note: Written Durruncible in the official copy, obviously made by someone with low literacy, as shown by other errors in the transcription which I have corrected, when recognizable as such.

Circular.

Military and Political Government of the Marianas.

On this date I have ordered the publication of the following edict:

We inform the public that, on Tuesday 15th of this month, by order of His Lordship the Governor, ordinary Judge of these Islands, there will take place a sale at public auction in the Royal Palace oat 10 A.M. of said day, of the hull and effects contained in the shipwrecked English Barque named **Invencible**, which is now near the bar of this City. The adjudication will be to the highest bidder will take place at exactly noon of said day.

We publish same, to inform the public, by order of HIs Lordship the Governor.

Agaña, 12 January 1856.

La Corte

To all the Gobernadorcillos of all the villages.

—So informed. Umata 13 January 1856.

The Gobernadorcillo, José Aguon.

—So informed. Merizo, 13 January 1856.

The Gobernadorcillo, Manuel Taguacta.

—So informed. Inarajan, 13 January 1856.

The Gobernadorcillo, José Naputi.

—Pago, 14 January 1856.

So informed. The Gobernadorcillo, Nicolás Atoigui.

Edict.

Add the above to the Edicts of this case. So ordered and signed by His Lordship the Judne at Agaña on the 15th of January 1856, for which we vouch.

There follows a signature.

José de la Cruz

Leocadio Crisostomo

In the City of Agaña, on the 15th of January 1856, the public auction having begun at 10 A.M. for the sale of the hull of the Barque **Invencible** with everything in her, as appears in the Inventory (page 4 verso), after many bids and counter bids had been made, at 12:30 of said day and having made the bidders aware of the fact that the successful bidder would become responsible for any damages that might occur by the ship falling upon the bar and having also mentioned that the buyer would have the right during two months to remove the two small anchors that the ship has out, said ship was sold under said conditions for the sum of 1,303 pesos, to Messieurs Thomas Spencer &

Co., in the presence of the Captain of said ship and of the Interpreter, Mr. Vicente Deza, and given that no-one had made higher bids, His Lordship the Judge decided to close the auction and he signed with us, of which we vouch.

There follows a signature.

José de la Cruz

Leocadio Crisostomo

Edict.

Notify the Captain of the ship. So ordered and signed by His Lordship the Judge at Agaña on the 15th of January 1856.

There follows a signature.

José de la Cruz

Leocadio Crisostomo

Notification.

On the same day, month and year, the above edict was notified by means of the Interpreter to the Captain of the English Barque **Invencible** who said that he was so informed and he signed, of which we vouch.

William Brier, Master Barque **Invencible**.

John Anderson

José de la Cruz

Leocadio Crisostomo

Edict.

Please publish circulars to all the villages of this Island, to the effect that, on Thursday the 17th inst., from 8 A.M. to noon, there will be sold by public auction the effects salvaged from the English Barque **Invencible** that are ashore, in the boat shed of this City and in the house of Richard Millichamp, the sale being adjudged to the highest bidder for every thing listed in the Inventory and the sale will take place in said house and on said beach for the articles located in said corresponding places. So ordered and signed by His Lordship the Judge at Agaña on the 15th of January 1856.

There follows a signature.

José de la Cruz

Leocadio Crisostomo

Notification.

On same day, month and year, we notified the Captain of the Barque **Invencible** of the above edict, by means of the Interpreter, and he said that he had been so informed and he signed it, of which we vouch.

William Brier

John Anderson

José de la Cruz

Leocadio Crisostomo

Proceeding.

On same day, month and year, we record the fact that three edicts have been copied and affixed at public places in this Capital and that an order has been circulated to all the villages of this Province to make it known that on Thursday at noon there will be ssold at public auction the effects salvaged from the English Barque **Invencible** at the house of Richard Millichamp, of which we vouch.

José de la Cruz

Leocadio Crisostomo

Proceeding.

In the city of Agaña, on the 17th of January inst., we make it known that the Circular in which the sale of the effects salvaged from the Barque **Invencible** at public auction was announced has returned from the villages and we have added it to the file, of which we vouch.

José de la Cruz

Leocadio Crisostomo

...

[There follows a Circular similar to the previous one, and signatures of the same Gobernadorcillos.]

...

Edict.

To the case file. So ordered and signed by His Lordship the Judge in Agaña on teh 18th of January 1856, of which we vouch.

There follows a signature.

José de la Cruz

Leocadio Crisostomo

In said City on said day, month and year at 8 A.M., the auxtioner being present in the place where the effects salvaged from the English Barque **Invencible** are to be found, and in the presence of the Captain of said ship, William Brier, the sale by public auction began and, after various bids and counter bids, the said effects were sold in the following manner:

	Belonging to the Insurer	Pesos/Reales/Cuartos
1 new jib sail, sold to Captain Jenny ¹ for 9 pesos		9 - -
1 new main sail, sold to Mr. Felix Calvo ² for 80 pesos		80 - -

1 Ed. note: This captain is properly identified at the end of this document as being Jonathan Jenney of the U.S. whaler **George**.

2 Ed. note: Felix Calvo was the Administrator of the Royal Treasury.

1 new topsail, sold to Mr. Felix Calvo for 8 pesos	8 - -
1 new foresail, sold to Captain Jenny for 20 pesos	10 - -
1 jib-sail, sold to Mr. Felix Calvo for 2 pesos and 6 reals	2 6 -
1 mizzen sail, sold to Father Aniceto Ibañez for 2 pesos and 3 reals	2 3 -
1 stay-sail, sold to Mr. Felix Calvo for 1 peso	1 - -
2 studding-topsails, sold to Mr. Felix Calvo for 1 peso	1 - -
- quantity of rigging, sold to Mr. Felix Calvo for 3 pesos	3 - -
2 fore-masts, sold to Van Ingen for 3 pesos	3 - -
2 top-masts, sold to Van Ingen for 2 pesos and 4 reals	2 4 -
1 mizzen-mast, sold to Mr. Felix Calvo for 2 pesos and 5 reals	2 5 -
2 fore-yards, sold to Van Ingen for 7 pesos	7 - -
2 main-yards, sold to Van Ingen for 30 pesos	30 - -
1 topgallant yard, sold to Mr. Felix Calvo for 3 reals	- 3 -
1 driver-boom and extension, sold to Mr. Felix Calvo for 4 reals	- 4 -
1 mizzen topmast, sold to Mr. Felix Calvo for 3 pesos and 6 reals	3 6 -
2 spare yards, sold to Mr. Felix Calvo for 2 peso	1 - -
10 studding-sail booms, sold to Mr. Felix Calvo for 1 peso and 3 reals	1 3 -
- quantity of blocks, sold to Father Aniceto Ibañez for 3 pesos and 2 reals ...	3 2 -
4 patent deck lamps, sold to Van Ingen for 1 peso	1 - -
4 glasses for side lamps, sold to Captain B. Sisson ¹ for 1 peso	1 - -
1 sounding line, sold to Captain B. Sisson for 2 pesos and 2 reals	2 2 -
1 English flag, sold to the Mate Edwards for 5 pesos and 6 reals	5 6 -
1 mooring cable, sold to Captain B. Sisson for 4 pesos and 2 reals	4 2 -
3 compasses, sold to Captain B. Sisson for 3 pesos and 5 reals	3 5 -
1 quantity of furniture, sold to Father Aniceto Ibañez for 4 pesos and 1 real	4 1 -
2 chicken coops, sold to Father Aniceto Ibañez for 3 pesos and 3 reals	3 3 -
1 [portable] lamp, sold to Father Aniceto for 2 reals	- 2 -
1 wheel for the helm, sold to Van Ingen for 2 pesos and 6 reals	2 6 -
2 life-saving buoys, sold to Captain B. Sisson for 1 peso and 1 real	1 1 -
3 ladders, sold to Mr. Felix Calvo for 2 reals	- 2 -
1 brass stanchion, sold to Van Ingen for 1 peso	1 - -
- some buckets or barrels, sold to Mr. Felix Calvo for 2 pesos	2 - -
2 new boat sails, sold to Mr. Felix Calvo for 2 reals	- 2 -
Belonging to the Ship-owner	
1 roll of new <i>mecate</i> [sennit?], sold to Mr. Felix Calvo for 6 pesos and 1 real	6 1 -
1 quantity of <i>mecaterias</i> [pieces of sennit?], sold to Van Ingen for 3 pesos	3 - -
1 roll of spun-yarn [included in above lot]	
4 caulker's irons for the deck [included in above lot]	
1 quantity of hides, sold to Van Ingen for 2 pesos and 1 real	2 1 -

1 Ed. note: Probably Captain Benjamin T. Sisson, formerly of the whaler Callao. The name of his new whaler cannot be determined.

7 rifles, sold to Mr. Felix Calvo for 1 peso	1 - -
6 sabers, sold to Mr. Felix Calvo for 1 pesos and 6 reals	1 6 -
4 boarding hooks, sold to Mr. Felix Calvo for 2 reals	- 2 -
1 patent lamp, sold to Captain B. Sisson for 1 peso and 3 reals	1 3 -
1 shelf-type table, sold to Captain B. Sisson for 2 reals	- 2 -
2 brass bars, sold to Captain B. Sisson for 2 pesos and 1 real	2 1 -
- some dished and utensils for the galley, sold to Van Ingen for 9 p. & 3 r.	9 3 -
2 barrels of meat, sold to Captain B. Sisson for 48 pesos	38 - -
1 barrel of flour, sold to Father Aniceto Ibañez for 6 pesos	6 - -
- part of a barrel of vinager, sold to Captain B. Sisson for 2 pesos and 4 reals	2 4 -
3 rolls of sail-cloth, and a few loose cloths, sold to Father Aniceto Ibañez for 22 pesos and 1 real	22 1 -
5 tin cans of oil, sold to Van Ingen for 4 pesos	4 - -
1 bell, sold to Father Aniceto Ibañez for 3 pesos and 1 real	3 1 -
- flags, sold to Mr. Felix Calvo for 1 real	- 1 -
1 launch that is in the water, sold to Van Ingen for 8 pesos and 4 reals	8 4 -
1 boat that is on the beach, sold to Van Ingen for 62 pesos and 2 reals	62 2 -
1 small boat on the beach, sold to the Gobernadorcillo Mr. Pedro de León Guerrero for 10 pesos	10 - -

	[Total:] 463 4 -
	=====

So it is that the total sum collected for the effects sold amounts to four-hundred-sixty-three pesos and four reals, and there being nothing else to sell, the sale was concluded at noon, and this was signed by His Lordship the Judge and us, of which we vouch.

There follows a signature.

José de la Cruz

Leocadio Crisostomo

...

Proceeding.

We record the fact that on this day Captain William Brier has delivered the effects that have been sold to the buyers, as the latter have paid their respective sums to Mr. Felix Calvo and that the sum total amounted to one-thousand-seven-hundred-and six pesos and four reals and all signed their names, along with the Interpreter, Mr. John Anderson, of which we vouch.

Felix Calvo

Fr. Aniceto Ibañez

Pedro de León Guerrero

F. S. Van Ingen

Benj. H.(?) Sisson

Jonathan Jenney

John Edwards
 William Brier
 John Anderson
 José de la Cruz
 Leocadio Crisostomo

[Petition presented by the shipwrecked crew]

There follows a Spanish translation of an English letter to be found on next folio, and signed by William James [or Turner], Alexander Paul, X de John Lynch, X de William Davis, Robert Moore, H. Brooking, Paum Ramure [sic],¹ John Frazier, John Haskell(?), William Parkins, George Green.

To His Lordship the Governor of the Mariana Islands, Mr. Felipe Maria de la Corte.
 Sir:

We the shipwrecked seamen from the **Invencible** of Flochan [sic = Auckland] under the command of Captain William Brier, humbly beg Y.E. to do us justice as is in your power, to make sure that our salaries be paid and, according to the promise made to us by the Captain; in accordance with English law, that provides for every English mariner who becomes shipwrecked upon an island such s this one where the wreck can be sold, the salaries are extracted from the proceeds, and since there is no English Consul at this port, the Captain is obliged to send us to our country or look for a passage for us to the nearest port where our Government may be able to take care of us, and so we beg Y.E. to please look upon us with charitable eyes, so that the Captain may pay us the salary that we have earned and to oblige him to provide us with passage money on the account of the English Government.

May God save Y.E. for many years.

Agaña, 14 January 1856.

There follows a document in English whose translation appears above and is signed by William Turner, Alexander Paul, John Lynch, X of William Davis, Robert Moore, H. Brooking, Sam Ransey, John Frazier, John Haskell, William Parkins, George Green.

[Decree]

Military and Political Government of the Marianas.

Agaña, 17 January 1856.

Pass this document to Captain Brier of the shipwreck barque **Invencible** so that he may write his answer following this, saying what he thinks regarding the claim made by the individuals of his crew, after he has been made a ware of this decree by the Interpreter of this Government.

La Corte.

¹ Ed. note: RATHER SAM Ramsey (see below).

There follows a Spanish translatin of a document in English.

To H.E. the Governor of Agaña.

Sir:

To answer the petition that the crew of the Barque **Invencible** sent to Y.E., Y.E. knows very well that it is my intention to do the best I can for them and since there will be sufficient money after the sale of the wreck and after the ship expenses have been paid out, I will, on behalf of the owners of the owners, pay the salaries out of said money but, as far as other expenses made by the crew are concerned, I will place the problem in the hands of Y.E., for you to arrange what may be appropriate.

William Brier, Captain fo the English Barque **Invencible**.

List of the salaries of the crew of the English Barque Invencible.

Names	Capacity	Wages due	[Signature]
Edwards	First Officer	£30,13,6 \$138	Recd. John Edwards
Macdonald	2nd Officer	11,19,6 \$59	Recd. Donald McDonald
J. Surtte	Carpenter	18,9,6 \$--	John Gustte [sic]
Wm. Davis	Seaman	7,10, \$10	William Davis
A. Paul	Seaman	8,10,0 \$10	Alexander Paul
H. Brooking	Seaman	5,15,9 \$10	Recd. H. Brooking
J. Lynch	Seaman	0,4,0 \$1	No sabe firmar
Ramsey	Steward	11,7,0 \$10	Sam Ramsey
Turner	Cook	10,5,6 \$10	William Turner
B. Moore	Boy	2,6,0 \$2	Robert Moore
J. Fraser	Boy	1,4,0 \$2	John Fraser
William Parkin	Seaman	9,7,6 \$--	William Parkin
G. Green	Seaman	1,8,0 \$2	George Green

119,2,9

Wages due against the Wreck of the Barque **Invencible**: £ 119,2,9 [Pounds sterling]

William Brier Capt Master

@ \$4.50 per £ it makes \$544.98 [pesos]

Decree.

Military and Political Government of the Marianas.

Agaña, 17 January 1856.

Refer this matter to the court-room that looks after the case of the shipwreck of the **Invencible**, along with the account presented by the Captain of the advances paid to the individual crew members.

La Corte

...

[There follow accounts of moneys paid to Guamanians who worked at piloting the barque in and out of the bar of Agaña, and unloaded the effects from the vessel after her shipwreck, a sub-total of about 64 pesos. The administrative and court costs of the inquiry totalled about 89 pesos. In summary, the final accounts read approximatively as follows:]

[Credit from the sale of the hull	1,303 pesos]
[Credit from the sale of the goods	463

[Total:	1,766.50
[Less deductions of all kinds	- 765.65

[Net proceeds	1,010.85 pesos]

..

Edict.

The one-thousand-and-ten pesos and 85 cents are to be turned over to the Captain or Captains of the ships that are bound to Hongkong and who may want to receive them, under the condition that the sums are to be delivered to the Governor of that place, to whom are to be sent these proceedings with the receipts or releases from said Captains, with copies made of everything done so that the record in the archive of this Government may be complete. So ordered and signed by His Lordship the Governor, along with us, of which we vouch.

Felipe de la Corte
José de la Cruz
Leocadio Crisostomo

...

[Passages to Hong-Kong arranged on 22 and 23 January 1856]

Proceeding.

On said day, month and year, we record that the sum of two- hundred pesos had been turned over to Captain Jonathan Jenney of the U.S. whaler **George**, to be released to the Governor of Hong- Kong, of which we vouch.

José de la Cruz
Leocadio Crisostomo

Proceeding.

In the same City on 24th inst., we record that the sum of eight- hundred-and-ten pesos and 85 cents have been turned over to Captain John Graham of the U.S. Barque **Dayard** [sic]¹, against a receipt (\$810.85) and it is to be delivered to the Governor of Hong-Kong at his arrival at that port, of which we vouch.

José de la Cruz
Leocadio Crisostomo

1 Ed. note: Rather **Ballard** (see below).

[Certificate issued by Governor de la Corte]

I, Felipe María de la Corte, Lieutenant-Colonel and effective commander in the Infantry, Captain in the Corps of Engineers of the Army, Military and Political Governor and Navy Commander of these Mariana Islands:

Do certify that the preceding proceedings have been led by me, and before my corroborating witnesses, given that there is only an ordinary Royal court and no public notary in these Islands, and for the record I affix my own signature to the present and the sea of this Government, in Agaña on the 24th of January 1856.

Felipe de la Corte

[Place of the seal]

C3. Letter of thanks from Hong-Kong

Spanish translation on file.

Casa del Gobierno

Hongkong 15 de Febrero 1856

Señor Gobernador

Hé recibido la apreciada de V.E. con fecha 23 del ppo. dandome noticia del naufragio en esa Isla del Buque Ingles nombrado "Invencible" el Capitan Briers.

Le doy á V.E. mis gracias por sus atenciones á subditos de S.M.B. y por todos los detalles que se ha servido comunicarme. Los documentos que V.E. me manda serán expedidos á S.E. el Gobernador General de Australia en Sydney, pidiendole que los remita al Gobernador de Auckland en la Nueva Zealandia.

Hé remitido al mismo tiempo los \$1010.85, digo mil diez, 85/100 Pesos duros que V.E. me ha embiado por los dos Capitanes de Buques Anglo-Americanos "Ballard" & "George" en una letra de cambio girada por la Banca Oriental de esta ciudad sobre la misma Banca de Sydney para que el importe sea entregado à los interesados.

Ofreciendome à la disposicion de V.E. para los servicios que me mandare.

Soy

de V.E. atento servidor

Q.S.M.B.

John Ruswin

A Su Excelencia

El Sr. Don Felipe de la Corte

Gobernador de Guam, etc. etc. etc.

Re-translation into English.

Government House

Hongkong, February 15th, 1856.

My dear Governor:

I have received the kind letter of Y.E. of 23rd ult., informing me of the shipwreck at that island of the English Ship named "Invencible", Captain Briers.

I thank Y.E. very much for your attentions to H.B.M.'s subjects and for all the details that you have been pleased to send me. The documents that Y.E. sends to me will be forwarded to H.E. the Governor General of Australia in Sydney, with a request that they be forwarded to the Governor of Auckland in New Zealand.

I have remitted at the same time the sum of \$1,010.85, that is, one thousand and ten & 85/100 pesos that Y.E. has sent me care of the captains of two U.S. ships, the "Ballard" and the "George", in a draft upon the Oriental Bank of this City for clearing through the same bank in Sydney, to be credited to the interested parties.

Remaining at the disposition of Y.E. for whatever services may be needed,

I am, Sir,

Your obedient servant,

John Ruswin [Ruskin?]

To His Excellency,
Mr. Felipe de la Corte,
Governor of Guam, etc.

Document 1856D

Running aground of the schooner *Secreto*, and mail operations

Sources: Agaña Archives (1900) and Safford's Papers in LC Mss. Div.

D1. The wreck of the schooner *Secreto*

Letter dated 21 April 1856

Original text in Spanish.

Exmo. Sor.

*En la mañana del 14 del corriente al salir por la barra de frente á esta Ciudad, con destino á las Yslas de Rota y Tinian y Saipan baró en los arrecifes la Goleta Española **Secreto** y por mas esfuerzos que se hicieron solo se consiguió volverla á entrar dentro y conducirla hasta un lugar poco profundo del fondeadero donde se halla casi del todo submergida, habiendose salvado todos los individuos que se hallaban abordo y eran cerca de cincuenta y la mayor parte de lo que contenia teniendo el dueño alguna esperanza de que pueda ser reparado el buque.*

La circunstancia de ser éste el único existente aqui y la ventaja que actualmente proporcionaba de surtir esta Ysla de los frutos de las del Norte de que carece Guam desde el baguio, hacen esta perdida mas notable y perjudicial á los intereses de estas Yslas y miras de este Gobierno que confiaba en este buque para llenar en la presente estacion algunos objetos de interes. Será por tanto una copia [sic = dicha?] muy ventajosa el que consiga su Dueño su rehabilitacion.

Dios guarde á V.E. muchos años.

Agaña 21 de Abril de 1856.

Translation.

Your Excellency:

On the morning of the 14th [11th?] inst., while leaving through the bar that is in front of this City, bound for the Islands of Rota, Tinian and Saipan, the Spanish schooner **Secreto** grounded upon the reefs and, in spite of the efforts that were made, the only thing that was achieved was that she came back in and was taken to a place in the anchorage where the water is not so deep, where she now lies completely submerged. All

the individuals on board (there were about 50 of them) were saved, as well as most of the freight. The owner is hoping that the ship can be repaired.

The circumstance of her being the only vessel here and the advantage derived from her of supplying this Island with the products of the northern Islands which Guam lacks since the typhoon, make this loss more notorious and prejudicial to the interests of these Islands and the designs of this Governor that were based on this ship in order to fulfil a few interesting objectives during the present season. However, it will be a piece of good luck if her owner manages to refloat and repair her.

May God save Y.E. for many years.

Agaña, 21 April 1856.

...

D2. Letter dated 17 May 1856, proposing again that mail from Manila to Guam go via Honolulu

Original text in Spanish.

Exmo. Sor.

Habiendo trascurrido un año desde que tomé posesion de el Gobierno de estas Yslas sin que en este largo periodo haya recibido una sola comunicacion oficial del exterior, á pesar de haber salido de esa Capital para estas Yslas en 26 de Enero de este año la Goleta de los Estados Unidos Eduardo L. Frost (á la que ignoro porque causa omisión darle correspondencia esa Administracion de Correos) no puedo menos de llamar la atencion de V.E. sobre los gravisimos perjuicios que se siguen de este estado, en razon á que por mas que aqui se trabaje y se proponga, todo se estrella contra la casi seguridad de no recibir contestacion alguna, sino al cabo de tres años, de manera que en las circunstancias mas favorables, solo á los cuatro podría comenzarse á plantear aqui algo de provecho, siendo dificil de calcular cuantos serían necesarios en el caso de que al Superior Gobierno se ocurriesen algunas dudas para resolver.

No está desgraciadamente en mi mano ni dan en los mayores recursos de ese Superior Gobierno, el cambiar el estado material de las cosas en un corto periodo, y no espero por tanto que de repente cese la falta de comunicaciones directas entre estas y esas Yslas, mucho mas cuando creo que hay obstáculos naturales y muy poderosos que se oponen á que sean frecuentes aquellas comunicaciones, á menos de sostenerlas por la exclusiva cuenta del Gobierno, mas precisamente por ello considero que deben estudiarse los medios de evitar estos males, por no ser justo empeñarse como hasta aqui en que todo trafico con estas Yslas ha de ser á costa del erario ó raro efecto del azar.

Con este fin manifestaré a V.E. que siendo constante la venida anual á estas Yslas en Febrero y Marzo de muchos buques balleneros, que ya pescando, ya directamente proceden de las Yslas de Sandwich, á donde llegan en Setiembre, Octubre, Noviembre y Diciembre es humanamente seguro que haciendo llegar á Honolulu, Capital de las Yslas de Sandwich en estos últimos meses la correspondencia para estas Yslas se recibiría aqui en los primeros de cada año, lo cual sería grande adelanto.

Para conseguir aquel fin se cuenta con que actualmente hay desde San Francisco de California á las dichas Yslas de Sandwich correo quincenal y como desde Manila y desde Hong Kong salen frecuentemente buques para San Francisco bastaría dirigir por ellos la correspondencia á un agente Español en Honolulu y que este la recomendase á los Capitanes de los buques que vienen para Guajan.

Podría tambien aprovecharse, si se cree mejor, como yo lo creo el correo general de Europa via de Suez, por el cual remitidos los pliegos mensualmente llegarían á Honolulu á los tres meses con corta diferencia de su salida de Hong Kong sin necesidad de agente ninguno intermedio; y aunque estos rodeos y retardos parezcan considerables son muy preferibles á la inseguridad en que ahora se vive y V.E. ha podido observar en el tiempo que llevo de residencia en estas Yslas que por medio de estos rodeos he proporcionado á ese Superior Gobierno una frecuencia de comunicaciones, bien diferente de la habida anteriormente, y no dudo que si se adoptase lo que propongo para el retorno, se tocarian en breve los beneficios no solo directos al Gobierno sino los indirectos procedentes del desarrollo del comercio.

El sistema que propongo es por otra parte adoptable desde el momento pues asi como a mi me ha sido facil por medio de relaciones particulares dirigir desde aqui mi correspondencia á Hong Kong, que ha llegado á esa Capital, asimismo será sumamente facil hallar por el comercio de la misma Capital un corresponsal en Honolulu, á quien dirigir desde luego la correspondencia para estas Yslas.

Si en el intermedio se presentase alguna ocasion directa de viage para aqui podría usarse de ella para remitir documentos voluminosos ó de mucho interés que no tubiese parecido conveniente hacer pasar por el extrangero y para los duplicados de lo demas enviado. Yo me atrevo á esperar de V.E. que mirará con interés este asunto y que si se digna ordenar se adopte este sistema de periodica y segura correspondencia, que se servirá hacerlo anunciar al público para que ha particulares se aprovechen este recurso, y en la proxima monzon de balleneros recibiremos las órdenes de V.E. hasta los meses de Setiembre y Octubre del año corriente.

V.E. sobre todo resolverá lo mas acertado.

Dios guarde á V.E. muchos años.

Agaña 17 de Mayo de 1856.

Exmo. Sor. Gobor. y Capitan General de las Yslas Filipinas.

Translation.

Your Excellency:

One year has now elapsed since I took possession of the Government of these Isalnds, but, during this long period, I have not received any official communication from outside, in spite of one departure from that Capital for these Islands, on 26 January of this year, of the U.S. schooner **Edward L. Frost** (I do not know why the Post Office did not give her our mail). I cannot, therefore, omit to bring to the attention of Y.E. the very grave damages that result from this state of affairs. Indeed, no matter how one works and makes plans here, everything is doomed to failure in view of the near cer-

tainty of not receiving any answer at all, except at the end of three years, so that, under the most favorable circumstances, only four years later can one begin to implement something useful, and it would be even longer in the case where the Superior Government has some doubts about the plan that need to be resolved beforehand.

Unfortunately, I cannot do anything about it nor do I have in my power as great resources as that Superior Government has, to change the material state of things within a short time, and I do not hope that the lack of direct communications between these and those Islands will suddenly cease, much more so when I believe that there are natural and very powerful barriers that prevent such communications from being frequent, unless they be supported exclusively by the Government. More specifically, I consider that the means to avoid these evils must be studied, because it is not right to rely until now upon what may be in the cash box or the rare effect of chance for all traffic with these Islands.

To that effect, let me point out to Y.E. that the yearly visit at these Islands in February and March of many whaling ships, that either while cruising or directly coming from the Sandwich Islands, where they arrived in September, October, November and December, it is humanly possible for a letter addressed to these Islands to arrive at Honolulu, Capital of the Sandwich Islands, during the latter months, to be received here during the early months each year, and that would be a great progress.

In order to achieve this purpose, one can count on the fact that there is from San Francisco in California to said Islands of Sandwich mail every two weeks, and, given that from Manila and from Hong Kong ships frequently leave for San Francisco, it would be enough to send the correspondence to a Spanish correspondent in Honolulu and for him to recommend it to the Captains of ships that come to Guam.

Another alternative could be taken advantage of, if it is believed better, as I do believe it is, and that is the general mail from Europe by way of Suez; if the mail be remitted that way every month, it would get to Honolulu three months later, more or less, and a short time after it leaves Hong Kong, with no need to have an intermediary agent. Although such detours and delays seemd considerable, they are very preferable to the insecurity that we live under here, and Y.E. has been able to observe that during the time that I have been residing here, it was by means of such detours that I have provided that Superior Government some frequency in my letters, so much better than was usual before, and I do not doubt that. if my proposals are accepted for the return mail, the benefits would soon be felt, not only directly by the Government, but also from those indirectly derived from the development of commerce.

The system that I propose is, on the other hand, adoptable right away, since it was indeed easy for me, by means of private relationships, to address my correspondence from here to Hong Kong, which did get to that Capital; in addition, it will be extremely easy to find among the traders of that same Capital, a correspondent in Honolulu, to whom the correspondence for these Islands would henceforth be addressed.

If, in the meantime, an opportunity for a direct voyage to Guam should present itself, it could be taken advantage of to send voluminous documents or those of much

interest that might not have been suitable to send through foreign lands, and also to send the duplicate copies of what was sent earlier. I dare to hope that Y.E. will consider this matter interesting and, should you consider this system of periodical and secure correspondence to be worthy of adoption, that you will be pleased to announce it to the public so that private persons may use this resource as well, and by the next whaling season we may receive from Y.E. the correspondence up to the months of September and October of the present year.

Above all, Y.E. will decide what is most appropriate.

May God save Y.E. for many years.

AGaña, 17 May 1856.

[To] His Excellency the Governor and Captain General of the Philippine Islands.

D3. Australian ships do not stop—Letter dated 1 September 1856

Original text in Spanish.

Exmo. Sor.

Por la comunicacion de V.E. de 20 de Agosto del año proximo pasado y 15 de Mayo del corriente me he impuesto de lo determinado por V.E. y ocurrido sobre remision de correspondencia para estas Yslas por via de Sidney y en contestacion haré presente á V.E. que la causa de este resultado poco favorable ha sido que refiriendose los articulos 2º y 3º de las Ynstrucciones dadas al Consul, á buques que vengan directamente á Marianas y á otros que pezcan en el Pacifico, limitó el Consul sus investigaciones y obtuvo la certeza, de que ni hay buques que vengan aqui, ni lo verifican los pescadores que quedan todos mas al Sur. De otro modo hubiera sucedido si buscarse los buques que hacen viage á China y Manila, porque con todos estos que son muchos hacen su derrota por Marianas donde no tocan por no serlas necesario, y ignorar muchos la existencia y buenos reglamentos de sus puertos, como lo sé, me han manifestado algunos de aquella carrera que han tocado por necesidad pues casi todos pasen á la vista de esta Ysla ó de otras del Archipiélago y puede cerciorarse cualquiera preguntando á los Capitanes que desde Sidney llegan á Manila.

Sin embargo de esto haré presente á V.E. que hallandose en mas favorables circunstancias para este objeto San Francisco de Californias, tanto por ser mas seguro el paso por éste Archipiélago de los buques procedentes de allí para China ó Manila, como por haber la facilidad del Correo general de Europa para remitir la correspondencia á San Francisco y tenerse la seguridad de que sino desde allí, desde Honolulu en Sandwich es segura la venida á estas Yslas de los balleneros, conceptuo debe adoptarse el envio de la correspondencia por San Francisco á Honolulu segun lo tengo propuesto á V.E. en comunicacion de 17 de Mayo último, sin perjuicio de retener en ésa para las ocasiones directas los duplicados y documentos de mucho interés. Debo llamar la atencion de V.E. acerca de que segun me manifiesta la Administracion general de Correos, la correspondencia irroga algun gasto al pasar por el extranjero y me dice el Señor Adminis-

trador no haber fondo para cubrir estos gastos y en tal concepto será de necesidad que V.E. lo determine, lo que me parece no ofrece dificultad alguna porque como digo en esta fecha al mismo Administrador, así como se costean los carreos y otros gastos en el interior y se satisface porteo por la vía de Suez, reintegrándose el Gobierno con el producto del franqueo, así mismo deban cubrirse aquellos gastos y quedar compensados por lo que produc[ir]ía el posteo de las Cartas de estas Yslas, y si pareciese corto el pago determinado en las disposiciones acordadas por ese Superior Gobierno en 7 de Diciembre de 1853, puede hacerse alguna excepcion de recargo para estas Yslas por lo excepcional de su situacion y con cuyo motivo al circular en estas Yslas las citadas disposiciones lo he hecho con la clausula de por ahora, por si mas adelante se determinase algun recargo que me atrevo á aplicar á V.E., no obstante, se coste si es posible, teniendo en consideracion que aun cuando al Gobierno produjese algun pequeño gasto este ramo estará muy compensado con la ventaja de tenerse recíprocamente noticias de la Capital y de esta provincia.

V.E. sin embargo resolverá lo mas acertado.

Dios guarde á V.E. muchos años.

Agaña 1º de Setiembre de 1856.

Excmo. Sor.

Felipe de la Corte

[A] Exmo. Sor. Gobernador y Capitan General de Filipinas.

Translation.

Your Excellency:

Through the communications of Y.E. dated 20 August of last year and 16 May of this year, I have learned of Y.E.'s decision and what happened to the remittal of correspondence for these Islands by way of Sydney. In reply I should make Y.E. aware that the cause of this unwanted result has been that, with reference to ARTicles 2 and 3 of the Instructions given to [our] Consul [there], mention is made of ships that come directly to the Marianas and of others that fish in the Pacific; the Consul, therefore, restricted his investigations to such ships; no wonder he became convinced that there is no ships coming here, not even the whalers as they all remain further to the south. If he had by chance looked for ships that made the voyage to China and Manila, and there are many, they all sail by the Marianas where they do not stop because they do not have to, or they ignore the existence of good ports here, with good regulations; I do know this to be a fact, because a few of those making that run have stopped out of necessity; indeed, they all pass in sight of this Island or of others in this Archipelago and this can be confirmed simply by approaching the Captains who sail between Sydney and Manila.

Nevertheless, I will say to Y.E. that San Francisco of California is more advantageously located for that purpose, not only because it is more certain that ships from there bound for China or Manila will pass by here, but also because there is a general mail from Europe to San Francisco and we have the knowledge that from there, or from

Honolulu in Sandwich, the coming of whaleships to these Islands can be relied upon. I fancy that we must adopt the sending of the correspondence by way of San Francisco or Honolulu, in accordance with what I have proposed to Y.E. in my communication of 17 May ult., without prejudice to the retaining of duplicates and interesting documents for direct mailing by occasional sailings. I must call the attention of Y.E. to the letter of this date that I am sending to the Postmaster in charge of the administration of the general mail; the correspondence entails some expense by being routed through foreign lands and the Postmaster tells me that there are no funds to cover such expenses, and if so, Y.E. may need to intervene here, but I do not think that this will be a problem because, as I say in my letter to the Postmaster, in the same manner that mail transport and other expenses through the interior is charged and that the transport via Suez is compensated (the Government covering those costs by charging [additional] postage), then such costs must be covered and compensated by the revenue from postage placed on letters from these Islands. And, if the tariff determined by the dispositions granted by that Superior Government on 7 December 1853 be too low, then an additional charge can be made for these Islands, on account of their exceptional situation; that is why, before I circulated said tariff in these Islands, I added a clause to the effect that it is temporary, and that it may be increased in the future (for which I dare to apply to Y.E.); nevertheless, it should be costed, if possible, by taking into consideration that, even when the Government would have to pay some small extra expenses for this department, it would be amply compensated by the fact that it would have reciprocal communications between that Capital and this province.

Y.E. will nevertheless decide what is most appropriate.

May God save Y.E. for many years.

AGaña, 1 September 1856.

Your Excellency,

Felipe de la Corte

[To] His Excellency the Governor and Captain General of the Philippine Islands.

Document 1856E

Lack of physicians in Guam

Sources: Agaña archives (1900) and Safford's Papers, N° 4, in LC Mss. Div.

Letter of Governor De la Corte, 7 June 1856

Original text in Spanish.

Exmo. Sor.

En el tiempo que ha trascurrido desde que me hice cargo de este Gobierno ha tnido ocasion de reflexionar mas de una vez acerca del riesgo que corre la salubridad de todos los empleados públicos y los naturales de estas Yslas, privados perpetuamente de la asistencia Medica en toda clase de enfermedades; careciendo de un recurso que es considerado como necesario en todas las sociedades civilizadas.

*La falta de Medico ocasiona tambien casi forzosamente el abuso de haber de tolerar la asistencia de los extranjeros, cuando los hay, apesar de estar terminantemente prohibido. El mismo Superior Gobierno por Decreto de 11 de Junio de 1850 se vió en la necesidad, digamoslo asi, de sancionar este abuso, autorizando para el ejercicio de la medicina á un Yrlandés residente aqui, nombrado **William George**, sugeto muy recomendable por el celo y buen deseo, con que se presta á ofrecer á la humanidad doliente sus auxilios; pero que á juzgar por sus propios dichos, unicos justificativos que posee, ha sido tan solo practicante en su pais y en buques balleneros.*

*Ademas de este individuo existe en esta un **D. Regino Aquino** natural de esas Filipinas y practicante del Hospital de esta Ciudad, que asiste la dotacion de estas Yslas y el Hospital de Lazarinos; y su larga practica en su clase lo ponen en el caso de prestar auxilios proporcionados á ellos.*

*Ambos á dos en la presente epidemia de viruelas, que introdujo en estas Yslas la Goleta Anglo Americana **Eduardo L. Frost** (procedente de esa Capital), han cooperado y cooperan al alivio del mal, pero no podrá ocultarse á la penetracion de V.E. cuan poca confianza puede inspirar al público una asistencia en nada superior á la que pudiera esperarse de curanderos ó mediquillos de aquellos á quienes está prohibido ejercer en todo pais culto.*

El presente estado y la consideracion de que otros contagios de naturaleza mas complicada pudieran causar estragos de gran tamaño, tratandose de una poblacion tan escasa como la que existe en estas Yslas patentizan mas los perjuicios de carecer de un

facultativo, y me hace refutar en mi imperioso el deber de representar á V.E. la urgente necesidad de dotar á esta provincia con un facultativo español, que al mismo tiempo que inspire justa confianza haga natural el legitimo derecho de oponerse al ejercicio de la medicina por extranjeros, cuyas conocimientos y filantropia suelen á veces ser muy dudosos, prescindiendo de los abusos que en materia de interés suelen cometer prevalidos de su exclusivismo.

Para evitar estos males y dar un paso que conceptuo exigir hasta el decoro nacional, haré á V.E. presente que en estas Yslas se pagan actualmente diez pesos mensuales al citado D. Regino Aquino por la asistencia de la Dotacion y del Hospital de Lazarinos de Adelup y tambien 15 pesos á un vacunador general, sobre cuyo saber y celo no podra decir á V.E. otra cosa, sino que por dos veces ha dejado perder la vacuna, no habiendo durado ni dos meses cada vez que ha venido.

Está mandado tambien por el decreto citado de 11 de Julio de 50 que se establezca un Hospital de llagosos y que se dote para él al Yrlandes D. Pablo William George con otros 15 pesos mensuales, de manera que actualmente hay acordada para asistencia facultativa en sus diversos ramos una dotacion de 40 pesos mensuales que si se ofreciesen á una sola persona facultativa, tal vez bastaria á satisfacer sus exigencias y podría llenar el servicio de las tres con infinitas ventajas. Todavia podrian asegurarse de los fondos de arbitrios de esta provincia otros diez pesos mensuales si V.E. lo aprobase, lo que compondria una suma total de 600 pesos anuales, que podria ofrecerse en esa Capital á un facultativo con la obligacion de asistir gratuitamente á todos los empleados en activo servicio y sus familias, á los hospitales de Lazarinos y Lazarinas y llagosos, y á los pobres segun es obigacion general de su profesion, siendo ademas vacunador general de la provincia; y creo poder esperar que habrá quien acepte.

Si V.E. lo estimase asi digno de su aprobacion podrá determinar lo conveniente para que venga de esa un facultativo si se hallase con las citadas mediciones y podrian abonarse sus honorarios desde su embarque para estas Yslas.

No debo omitir á V.E. que de verificarse esto deberán quedar sin destino el practicante D. Regino Aquino que disfrute diez pesos de sueldo y el vacunador D. José Hertero que goza 15.

El primero por su avanzada edad, por los servicios que ha prestado y por su inutilidad actual para dedicare á esta profesion, considero que deberá dejarse con el sueldo que goza mientras viva y con obligacion de auxiliar al facultativo tanto en los hospitales como haciendo las visitas de los pueblos y á las Yslas de Tinian y Saipan sin otra paga ó gratificacion con lo cual se compusará en corta diferencia el gasto de las gratificaciones de visita que se abonan y es justo se abonan despues al facultativo cuando él las haga.

El segundo como dejo indicado á V.E. aunque tiene un derecho adquirido por estar en posesion de su sueldo, es tan corto el periodo en que realmente ha prestado servicio y ha sido tan poco feliz en llenar su objeto que no puede dar gran fuerza á aquel derecho, y siendo por otra parte una persona joven, activa y poseedora de bastantes habilidades é ingenio para buscarse su subsistencia sin aquel sueldo, considero no irrogarsele

legitimo perjuicio y ser mucho mas poderosas las razones que existen para aplicar aquel gasto á la dotacion de un facultativo en el pais.

V.E. en vista de todo dignará resolver lo mas acertado.

Dios guarde á V.E. muchos años.

Agaña 7 de Junio de 1856.

Felipe de la Corte.

[A] *Exmo. Sor. Gobernador y Capitan General de las Yslas Filipinas.*

Translation, by Safford.

Your Excellency:

During the time which has passed since I took charge of the government of these islands, I have had occasion to reflect more than once upon the risk which the health of all the public employees and natives of these Islands is exposed, always deprived of medical attendance in every kind of sickness; lacing a resource which is considered necessary in all civilized communities.

The lack of a physician also makes it almost obligatory to tolerate the assistance of foreigners, if there are any available, notwithstanding that this is specifically forbidden by law. The Superior Government by a decree of June 11, 1850, found itself compelled, let us put it in this way, to sanction this abuse, authorizing the practice of medicine to an Irishman living here, named William George, and individual most commendable for the zeal and willingness with which he devoted himself to the relief of suffering humanity; but who, to judge from his own statements, possesses no other claim to the title of doctor than that he had been a hospital attendant in his own country and on whaling vessels.

Besides this individual there is on this Island a certain **Mr. Regino Aquino**, a native of the PHilippine Islands, and an attendant (or hospital steward) in the Hospital of this city, whose duty it is to attend the military company stationed here and the inmates of the leper hospital. His long practice in diseases with which he is familiar makes his services in such cases correspondingly valuable.

Both of these men in the present smallpox epidemic, which was introduced into these islands by the U.S. schooner **Edward L. Frost** (proceeding from Manila), have cooperated and still work together for the relief of the evil, but it cannot be hidden from the penetration of Y.E. how little confidence the public can feel in a ttendance superior in no way to quacks, or doctors of a class which would be forbidden to practice in any civilized country.

The present conditions and the possibility of other contagious diseases of a more complicated nature which might cause ravages of the most severe nature in a community so small as that of these islands, makes the absence of a properly qualified medical officer even more deplorable, and makes it my duty to represent to Y.E. the urgent necessity of assigning to this province a Spanish medical graduate who would not only inspire just confidence in the people but would make it possible to forbid the practice of medicine by foreigners, whose qualifications and philanthropy are sometimes wont

to be very questionable—suffice to mention the cases when they may commit abuses in important cases, because they rely on the exclusivity of their services.

To avoid these evils and to take a stand which I think our national dignity demands, I respectfully inform Y.E. that in these islands Mr. Regino Aquino, whom I mentioned above, receives a salary of 10 pesos a month for attending the Military Company and the Hospital for Lepers at Adelup; and the vaccinator general (Mr. José Herrero) receives 15 pesos. Of his zeal and knowledge I can only say to you that he has let his vaccine spoil twice, the matter not having lasted two months after each time it had been brought here.

It was ordered by the said decree of July 11, 1850 to establish a hospital for those afflicted with ulcers (i.e. syphilitics), and that for this the Irishman Mr. William George be endowed with 15 pesos more, per month; so that there are now available for medical assistance in the various branches 40 pesos per month which, if offered to a single person with a degree of Doctor of Medicine might satisfy his needs, and he might perform the duties of the three with infinite advantage. Ten pesos more might be counted upon from licenses in this province, if Y.E. approve, making altogether a sum of 600 pesos a year, which might be offered to some physician in Manila with the understanding that he is to treat gratuitously all government employees in active service and their families, the hospitals for lepers and Syphilitics; and also the poor, which is a general obligation of his profession, and that he exercise the duties of vaccinator general of the province,; and I think we may hope to get someone to accept the appointment.

If Y.E. deem it worthy of your approval, you might take the necessary steps to send hither a physician under the above-named conditions and might pay him his salary until he sails for these islands.

I must not fail to call attention to the fact that in making such an appointment, Mr. Regino Aquino, who now draws 10 pesos salary per month, and the vaccinator general, Mr. José Guerrero, who draws 15, will be left without employment.

The first-named, on account of his advanced age, the services he has rendered and his unfitness for any other profession, I think should be allowed the pay which he now draws as long as he lives, with the obligation of assisting the Doctor, not only in the hospitals, but making visits to the villages of this island and to the islands of Tinian and Saipan, without other pay or fees than his travelling expenses, which it is only right should be paid him.

The second, as I have indicated to Y.E., although he has a right by being in possession of his salary, as been performing his duties for so short a time and has had such poor success in fulfilling the object of his appointment that he cannot be considered as having a strong claim to this right; and moreover being a young man, active, and having sufficient talents and ingenuity for seeking his livelihood without the said salary, I think would really not be damaged by this step, and the reasons are much stronger which exist for applying this expenditure to the pay of a medical officer.

May Y.E. decide as he sees proper, etc.

Safford's comments.

Mr. José Herrero is still living [in 1900]. He told me that the old Tagalog apothecary, Regino Aquino, although he received but 10 pesos a month, dressed well and always maintained his dignity. When he was on his death bed, Father Aniceto Ibañez came to confess him, but he refused to take the last sacrament; whereupon Padre Aniceto said: "You shall not be buried in consecrated ground;" but Regino said it made no difference to him where he was buried.

Don José said: "What a time we had with the smallpox! I helped Don Guillermo George; but we had no medicine of any kind; we could do nothing but give them salt water to purge them. Don Guillermo's wife is still living."

Documents 1856F

Population of the Marianas and their diseases

Source: Safford's Papers in LC Mss. Div.

F1. Epidemic of smallpox—Letter dated 26 May 1856

Original text in Spanish.

Exmo. Sor.

Tengo el sentimiento de participar á V.E. que aun continua en esta Capital y sus barrios la epidemia de la viruela si bien hasta el presente no ha sido considerable su desarrollo, segun aparece del estado que tengo el honor de acompañar adjunto de los enfermos que han sido atacados y asistidos en los diversos hospitales, que con este objeto se han establecido en des poblado á la inmediacion de las poblaciones donde ha aparecido el contagio.

Reitero aun este motivo á V.E. mi suplica de que no se omite el envio de la vacuna en la primera proporcion que ocurra.

Dios guarde á V.E. muchos años.

Agaña 26 de Mayo de 1856.

Exmo. Sor.

Felipe de la Corte

[Al] Exmo. Sor. Gobor. y Capitan Gral. de Filipinas.

Estado del número de individuos naturales de estas Yslas que han sido atacados de la viruela desde el principio del contagio en 6 de Marzo hasta esta fecha y asistidos en los hospitales y se expresan:

<i>Pueblos</i>	<i>Hospitales</i>	<i>Entrados</i>	<i>Muertos</i>	<i>Curados</i>	<i>Existentes</i>
<i>Agaña</i>	<i>Apurgan</i>	<i>125</i>	<i>72</i>	<i>14</i>	<i>39</i>
<i>"</i>	<i>Tutujan</i>	<i>2</i>	<i>2</i>	<i>--</i>	<i>--</i>
<i>"</i>	<i>Adelup</i>	<i>1</i>	<i>1</i>	<i>--</i>	<i>--</i>
<i>"</i>	<i>Ynerdoraya</i>	<i>12</i>	<i>1</i>	<i>--</i>	<i>11</i>
<i>Sumay</i>	<i>Gagap</i>	<i>7</i>	<i>2</i>	<i>5</i>	<i>--</i>
		<i>---</i>	<i>--</i>	<i>--</i>	<i>--</i>
		<i>147</i>	<i>78</i>	<i>19</i>	<i>50</i>

Translation.

Your Excellency:

I have the regret to inform Y.E. that the epidemic of smallpox is still raging in this Capital and its suburbs, although its progress to date has not been considerable, according to the table that I have to honor to enclose of the sick who have been attacked and assisted in the various hospitals, that have been set up for this purpose in open areas but near the settlements where the contagion has appeared.

I again beg Y.E. not to omit to send the vaccines at the first opportunity that may occur.

May God save Y.E. for many years.

Agaña, 26 May 1856.

Felipe de la Corte

[To] His Excellency the Governor and Captain General of the Philippines.

Table of the individuals, natives to these Islands, who have been attacked by smallpox since the beginning of the contagion on the 6th of March until this date and attended to in the hospitals, as follows:

Villages	Hospitals	Entered	Dead	Cured	Remaining
Agaña	Apurgan	125	72	14	39
"	Tutujan ¹	2	2	--	--
"	Adelup	1	1	--	--
"	Ynerdoraya	12	1	--	11
Sumay	Gapgap	7	2	5	--
		---	--	--	--
		147	78	19	50

F2. Death of a convict—Letter dated 6 June 1856

Exmo. Sor.

En 22 de Marzo último falleció en esta Ciudad el confinado D. Manuel de la Rosa y tengo el honor de incluir à V.E. las diligencias instruidas para la venta de los efectos que fueron hallados en su poder al tiempo de su fallecimiento, y que produjeron 105 pesos 3 reales y 13 maravedis los cuales lo mismo que un cajon con varios manuscritos que solo puedan tener algun valor para su familia pongo en manos de V.E. por medio del adjunto documento de crédito y conocimiento del Capitan del buque à fin de que disponga de ellos segun fuere de justicia.

Dios guarde à V.E. muchos años.

Agaña 6 de Junio de 1856.

Exmo. Sor.

Felipe de la Corte

1 Ed. note: Tutujan was located where Agaña Heights is today.

[Al] *Exmo. Sor. Gobernador y Capitan General de Filipinas.*

Translation.

Your Excellency:

On 22 March ult., there died in this City the convict Manuel de la Rosa and I have the honor of enclosing the record of proceedings regarding the sale of the effects that were found in his possession at the time of his death, and that produced 105 pesos 3 reals and 13 maravedis. Said money, plus a chest with various manuscripts that can only be of value to his family, I place in the hands of Y.E. so that they be disposed of according to justice.

May God save Y.E. for many years.

Your Excellency.

Felipe de la Corte

[To] His Excellency the Governor and Captain General of the Philippines.

F3. Slow increase in the population—Letter dated 19 June 1856

Translation, by Safford.

For a long time the attention of the Superior Government has been called to the slow progress of the population of these Mariana Islands, and the Governors and Special Commissioners sent here have repeatedly been directed to investigate the causes of this stationary condition of the population, and even the decrease sometimes noticed in the number of inhabitants.

I myself have received these superior orders in ARTICLES 7, 8, and 9, of the Instructions issued to me on the 8th of Ju[ne] 1853 by the predecessor of Y.E.

As may be seen in the context of those articles and in greater detail in other writings which I have had occasion to examine, some have thought to find the origin of this evil in the **changeability of the climate** and the inconstancy of its seasons; others in the use of articles of **food not very nutritious** and perhaps injurious; and others in the **abundance of rats** which destroy the most abundant harvests.¹

In the midst of so much diversity of opinions, no-one had established a certain principle to be followed, in attempting to remedy this evil; and the cause of this is that the ones who gave those opinions presented as origin of the evil mere accidents, some causes quite secondary and others the effects of the principal cause.

1 Ed. note: He should have added the barrenness of women caused by syphilis. There was also present at least one other birth control element that was discovered only in modern times: the birth-control effect of Mexican yam (see National Geographic, 1992).

To find this cause it will suffice to seek it according to the methods of political economy, a science which teaches us by sure principles the means of bringing about the prosperity of a country and of ridding it of the obstacles opposed to its progress.

According to this science, wherever misery raises its terrible head, as a necessary consequence epidemics occur; the shortening of the natural period of life, endemic and chronic sicknesses, and in a word the hastening of death and diminution or at least the standing still of the population.

It is not necessary then to tire oneself in seeking other causes than that of poverty, which is the only thing that retards the progress of the population of the Mariana Islands. The inconstancy of the climate, the destructive animals, & other things to which they have attributed it, are accidents, which combined with others not yet determined produce the poverty; while the use of hurtful food, poor clothing, and other things, far from being considered a cause are in reality the effects of that poverty and the direct means through which it works for the speedy destruction of this unhappy portion of the human race.

This poverty, the general and only cause has not, however, been perceived by many because they could not believe that it could be found in the midst of a soil which produces abundant and varied fruits, notwithstanding even those plagues; and because they have confounded with wealth the circumstances of the occurrence here at all times of spontaneous fruits which the natives use for food during the periods when more wholesome kinds are lacking.

As no-one has pursued scientific methods in the investigation of the evil, all have had to attribute it to those secondary causes and have not hit upon an efficacious remedy; for although as has happened good years occur; although **federico** trees have been cut down, which is equivalent to saying that their fruit has not been used, which takes place when there are others, and even when there are no rats, which also happens (nearly) when there are long periods of drought, the evil always presents itself at the first accident which arises, and all the perseverance made to accomolish one of these objects would appear in all respects ufruitful.

On the contrary, if natural causes be allowed to act, after the manner which God in his high wisdom has prescribed, & direct oru conduct by the principles of the said science, we will soon find remedies without having to resort to the expedient of destroying food products, which at the end are good for something and which perhaps later we may learn how to utilize better, and without making very strenuous efforts to exterminate plagues which are consequences of a country uninhabited and wild.

If we resort to that science we shall see that the prosperity of a country depends, instead of upon the abundance of its spontaneous products, rather upo the wealth accumulated in it, and here precisely is the great defect and the origin of the evil in the Mariana Islands.

In them, Your Excellency, nobody possesses any thing, with a very few exceptions. Here all live absolutely for the day, and domestic utensils, the tools of the laborers, lodgings, and everything, absolutely everything, is so mean, so little durable, and so in-

capable of constituting wealth, that all or nearly all could justly claim at all hours that they are poor with solemnity.

In such a state it is not possible that there should exist security of well-being; and as long as this continues, no matter how abundant the crops may be nor how good the weather, the decadence will go on.

To correct the evils which I have just mentioned, and to improve the condition of these islanders, my predecessors with laudable zeal have reproduced without ceasing notices, exhortations, orders, and decrees, that they might plant and harvest wholesome and abundant fruits, but who would believe it? With fat harvests, of which the grain has even been burned for lack of consumers, poverty has continued and reached even to us; because not having sought the means of accumulating that wealth, then superfluous to fill up the vacancies later of worse epochs, all has perished at the moment and without object; and what is still worse, has served to create in these natives the idea, in good years as well as in bad, of great planting as well as of little. They cannot hope for a favorable change, and they have logically deduced that at the end, in order to gather harvests which have to be burned, without escaping late periods of scarcity, it is better to work little than to work without result; and in consequence of this they have been thought to possess a disposition of laziness which they are far from manifesting on occasions in which they clearly see the good results of their work.

To dispel so harmful a prejudice I have thought it of the greatest importance to inaugurate the first accumulation of wealth, in the preservation of the article most important for the subsistence of these natives. This is **maize**, or Indian corn, which is harvested with the greatest ease and may be planted three times a year, in such a way that 3 times as much as the amount necessary for consumption may be produced at each harvest, if its cultivation be followed on a great scale, and barring accidents.

There is in contrast to this the experience which they have, that with their small resources, that the most careful scarcely make their supply of this grain last from one harvest to the next. So, there are recurring periods during which a great portion of the population, being without maize and even the other articles of food used here, finds itself obliged to fall back upon **federico** and other fruits and roots of the forest which cannot fail to do them injury, either from their being essentially harmful, or because the organic system suffers from the repeated changes from one kind of food to another.

Anxious to root out an evil which I consider the greatest in these islands, and persuaded that when this is once accomplished a new era will begin for these natives, I have availed myself of the teachings belonging to my profession, and I have thought that without injuring any one and by light work of all, there could be put into practice the ancient method of Spain and other countries of preserving cereals in subterranean granaries, and combining the idea with the beneficent institution of the public granaries of Spain and some points of the Indies, I published an order, a copy of which I have the honor to enclose herewith, and which on account of the reasons which I have set forth, I hope will meet with the approval of F.Y.E., with the assurance that in acting in

this way I have been prompted by the fervent desire to benefit these natives and in compliance with the superior order of Y.E. and for the better service of Her Majesty.

Let Y.E., however, decide what he sees fit.

May God save Y.E. for many years.

Agaña, June 19, 1856.

Felipe de la Corte

[To] His Excellency the Governor and CAptain General of the Philippine Islands.

F4. Epidemic is over—Letter dated 12 January 1857

Original text in Spanish.

.Exmo. Sor.

Tengo la satisfaccion de participar á V.E. que desde el mes de Noviembre pasado cesó completamente la epidemia de viruelas que ha afligido esta desgraciada Ysla durante nueve meses; y que ha arrebatado mas de las dos quintas partes de su poblacion, segun podrá V.E. imponerse detallamente por el padron comparativo que acompaño á V.E.; en que consta la mortandad por edades y sexos y que ha sido obtenido por medio de una revision individual y á domicilio sobre los padrones de fin de 1855.

El 30 de dicho Noviembre se cantó misa de gracia con sermon por la desaparicion de aquella plaga y no ha ocurrido ningun caso posterior.

Es evidente que la pronta conclusion de la epidemia y la salvacion de muchos centenares de individuos han sido debido visiblemente á la inoculacion que, aun hubiere producido efectos mas generales si en lugar de ser aplicada por urgencia y escasez de recursos, lo hubiese sido metodicamente y con todos los requisitos, y en este concepto anticipo á V.E. que si desgraciadamente se apareciese la viruela en algun tiempo y no hubiese vacuna haría inocular todos los niños. Mucha parte de estos beneficios ha sido debidos al celo con que el Cirujano Yrlandes radicado en estas Yslas D. Pablo William George, se ha prestado á la asistencia de los enfermos y ha introducido el sistema de la inoculacion practicandolo él en mucha parte y en el resto el vacunador general de esta provincia D. José Herrero.

Este servicio prestado por el expresado George sin otro pago que el valor de las medicinas consumidas me ha hecho considerarlo acreedor á la remuneracion de que soy á V.E. cuenta en otra comunicacion.

Dios guarde á V.E. muchos años.

Agaña 12 de Enero de 1857.

Exmo. Sor.

Felipe de la Corte, &a.

Translation.

Your Excellency:

I have the satisfaction to inform Y.E. of the fact that, since the month of November ult., the smallpox epidemic that had affected this unfortunate island during nine

months has ceased completely; but that it has taken away two-fifths of its population, as Y.E. will be able to appreciate, based on the comparative census that I enclosed to Y.E.,¹ where the mortality is reported by age, and sex. This census has been obtained by making an individual revision at every home of the census taken at the end of 1855.

On 30 November last, a high mass was sung, with a sermon, by way of giving thanks for the disappearance of that plague and we have not had any other case since.

It is obvious that the rapid conclusion of the epidemic and the salvation of many hundreds of individuals have been visibly due to the inoculation that was applied, albeit on an emergency basis, given the lack of resources. It would certainly have produced more general effects, had it been done methodically and with all the requisites. In that vein, let me predict to Y.E. that, if the smallpox were to unfortunately re-appear in some future time, and that a vaccine be lacking, then I would have all the children be inoculated. Much of the benefits have been due to the zeal of the Irish Surgeon residing at these Islands, Mr. Paul William George, who had given assistance to the sick and has introduced the system of inoculation by practicing it himself in a large part and the rest of the time by the vaccinator general of this province, Mr. José Herrero.

This service, given by said George without any other payment than the value of the medicines that were used, has made me consider him as worthy of a reward, which is the subject of another letter of mine to Y.E.

May God save Y.E. for many years.

AGaña, 12 January 1857.

Your Excellency,

Felipe de la Corte, etc.

1 Ed. note: Not found with this letter.

Documents 1856G

Official visit to the Northern Marianas and removal of the first group of foreigners from the Gani Islands

Sources: Agaña archives (1900); Safford's Papers, N° 4, in LC Mss. Div.

Introductory notes, by Safford.

On July 2, 1856, the Governor left Guam on the schooner **Secret** to visit the northern Islands of the group. He turned the affairs of the government over to the care of the Administrator of the Treasury, Don Felix Calvo. Besides visiting the inhabited islands in order to learn the condition of the people living upon them and to investigate the manner in which the employees of the government were performing their duties, he took with him a number of native families, with whom he purposed establishing a settlement on the Island of Pagan, to be called Sanvitores, after the "Apostle of the Marianas."

...

On the island of Rota he found considerable discontent among the natives on account of their treatment by the government employees appointed to rule them. The abuses of these inferior employees he was able to correct; and he made the natives of the island realize that they had the protection of the Government.

On the Island of Saipan he observed with satisfaction the progress made in the civilization and conversion to Christianity of the Carolinian Islanders living there.

Of his visit to Agrigan, where he seized and carried off several English settlers, their brown-skinned wives, and a number of little children, taking possession of the homes they had constructed and the animals they had tamed and raised, I have already spoken, as well as of the Government regret that he could not land on the island of Alamagan, where he was informed that other settlers were living, whom he wished to carry away and put Spanish subjects in charge of their homes and animals, in the same way as on Agrigan. The new settlement of Sanvitores, on Pagan, did not flourish. There was a scarcity of inhabitants on Guam. Their number was now being reduced by the ravages of smallpox and there was far more land on the island than the natives could cultivate. It was not, then, because the island was crowded that he carried these people to settle upon the northern islands, but because he did not want foreigners to get a foot-

hold on them or to establish trade with vessels visiting the group, all profit from which he wished for the government and people of the Marianas. He was keeping a jealous eye on other groups of the Pacific, and announced the unwelcome news that Protestant missionaries had established themselves on the island of Ascension, or Ponape, in the Caroline Group, sent copies of the missionary publication of the Hawaiian Islands, called the "Friend" and communicated the rumor that the Americans were thinking of settling the Bonin Islands.

All of these groups the Government wished Spain to retain, and the only drawback seemed to be the lack of Spanish settlers to colonize them. Such sturdy men as the Englishmen on the northern islands, who were breeding a race of mestizos, born on the little islands and contented with the only home they had ever known, he was ruthlessly sending away, in order to get the advantages of the little trade built up by them with the ships coming to the group for supplies and at the same time he was complaining of the lack of inhabitants, begging the Captain General to send Philippine and Chinese convicts, and Chinamen from their own country to people the islands and to intermarry with the natives and the Caroline Islanders, instead of by a little tact and a few concessions obtaining permission for the Englishmen who had voluntarily come to the islands, or who had remained in them from their own free choice to assimilate them and to infuse new blood into the islands. As a matter of fact, some of the leading citizens of Guam today [1900] are the descendants of John Anderson, James Wilson, Jean Robert, and Henry Millichamp, who would have been expelled from the island, if there had been anybody to take their places as pilots, interpreters, &c., but who were allowed to remain only in consequence of their earnest pleading with the Captain General of the Philippines. It is only just to say, however, many of the Philippine convicts and the Chinamen sent to these islands, became useful, law-abiding citizens, and their children have inherited habits of thrift and industry.

Letter from Governor De la Corte dated Agaña 3 September 1856

Original text in Spanish.

Exmo. Sor.

Segun tiene el honor de anunciar à V.E. en comunicacion del 2 de Julio salé aquel dia de esta Capital á practicar la visita de las Yslas del Norte y adelantarme hasta las de Pagan y Agrigan para plantear en ellas un nuevo Establecimiento.

*Como la estacion era muy adelantada experimentamos bastante malos tiempos y por consecuencia mucho trabajo no me ha sido posible conseguir tanto como hubiese deseado, pues habiendo regresado el 22 del mes pasado y empleado por consiguiente 51 dias en este viage solo he podido estar 15 en tierra en las Yslas de Rota, Saipan y Pagan y he pasado los 36 restantes á bordo de la Goleta **Secreto** donde mi mision era tan solo de pasagero.*

A pesar de esto creo deber manifestar á V.E. que con este viage se han llevado varios objetos de interés para estas Yslas porque ademas de haber hecho sentir á los naturales de Rota la proteccion de este Gobierno contra los abusos de empleados inferiores y haberme cerciorrado de los adelantos en la civilizacion y reduccion á nuestra Santa Religion de los Carolinos de Saipan ha quedado planteado el nuevo Establecimiento de Sanvitores en el Norte sobre lo cual me es forzoso detenerme alguna cosa.

Segun anuncié á V.E. desde el año pasado tuve noticias de la existencia en la Ysla de Agrigan de algunos extranjeros que vivian alli de su propia cuenta y perjudicaban en parte á la navegacion de estas mares por el temor que abrigaban muchos buques de que al acercarse á aquellas Yslas desertaren sus tripulaciones. Estas noticias eran no obstante tan vagas no solo sobre el numero y clase de gentes establecidas sino sobre la misma naturaleza de aquellas Yslas que casi he tenido que obrar por conjeturas en cuanto precedió á mi salida.

[Foreigners removed from Agrigan]

Llegado por fin á Agrigan á fines de Julio hallamos una Ysla de apariencia esteril por la extremadamente montuosa y pedregosa y muy dificil acceso en razon á no presentar para el mas recurso que una ensenada muy abierta batida por el oleage y por fuertes corrientes litorales.

La presencia no obstante de algunas habitaciones, aunque miserables, daba á entender la posibilidad de obtener allí algun beneficio y habiendo dispuesto atracase un bote é intimase á alguno de los que fueron encontrados que viniese á bordo, asi se verificó y fué informado despues por un Yngles que se presentó, que habia en aquella Ysla, tres naturales de Ynglaterra, dos Portugueses de las Yslas de Cabo Verde, un Yndio de los Archipiagos al Este de Australia, tres mugeres Carolinas de la Ysla de la Ascension y seis hijos de una de ellas con uno de los Yngleses. La procedencia de estos habitantes era varia, porque dos de los Yngleses con las mugeres y sus hijos habian estado en esta Ysla de Guajan en 1849, venidos de Carolinas, y habiendose ido desde aqui á las Boninas, estuvieron en ellos hasta el año pasado en que fueron traídos por un buque á la Ysla de Pagan, donde comenzaron á hacer comercio con los balleneros, pero informados por ellos de que la Ysla de Agrigan era mas conocida de los buques, se trasladaron á ella en este año y comenzaron á recoger, amansar y criar puercos.

Todos los otros individuos son desertores de buques de los cuales el uno Yngles estaba alli desde el año pasado y los otros han quedado en el presente.

Como habian estado aquellos hombres en ambas Yslas, tome noticias exactas de ellas y supe que la Ysla de Agrigan no se presentaba á establecer en ella cultivo alguno pero que en cambio era muy abundante en puercos de que habia millares y lo mismo de cabras, y que la de Pagan carecia actualmente de animales pero tenia muchas ventajas sobre Agrigan para formar un establecimiento.

[Pagan Island]

*Resolví en vista de esto que se retirasen de Agrigan todos los extranjeros y permanecieron **cuatro hombres con sus familias** de los que yo llevaba, con el objeto de que*

continuando la caza y cria de puercos no se suspendiese este recurso para los buques; y despues de hecho asi pase á Pagan donde desembarqué y estuve cinco dias en los que el mal tiempo y otras atenciones no me permitieron reconocer mas [de] la mitad de la Ysla hacia el Oeste, donde tiene sus mejores atracaderos, no solo por la configuracion de la tierra, sino por su exposicion opuesta á los vientos reinantes en este Archipiela-go.

*De todo lo que yo mismo examiné y de las noticias que tomé de los que me acompañaban y visitaron otros puntos, no vacilo en asegurar que en aquella Ysla podría fomentarse un establecimiento con tan buenas circunstancias como en Saipan á excepcion del puerto de esta última Ysla, pero que en cambio la situacion de Pagan, mas al Norte, es mucho mas favorable, y conocida que sea la existencia de un punto de surtido para los buques debe esperarse, que muchos balleneros y otros de la carrera de San Francisco á China y Manila visitaran aquella Ysla donde hay fondeaderos para el objeto deseado, segun me informaron, aunque no pude cerciorarme, produciendo esto ventajas á estas Yslas por aumentarse sus ingresos y darse mas á conocer al comercio extranjero. Consecuente á esto dejé allí **otros nueve hombres y sus familias** para constituir el establecimiento principal de que dependerá Agrigan segun las instrucciones que les dejé.*

Tanto Pagan como Agrigan y las mas al Sur nombradas Alamagan, Guguan, Sariguan é Anatajan son abundantisimos en cocos, de que podria extraerse aceites al mismo tiempo que criar puercos, multiplicando los productos del pais único medio de impulsar su progreso, pero todo se extrella desgraciadamente en la escasez de poblacion por cuyo aumento no cesaré de trabajar y clamar, esperando obtener como hasta aqui la aprobacion y apoyo de V.E.

De las citadas Yslas al Sur de Pagan no fué posible abordar ninguna por el mal tiempo á pesar del grande empeño que tenia por verificarlo á lo menos en Alamagan, donde segun supe por los sacados de Agrigan hay otras diez y seis personas de las cuales algunas cuentan diez y seis años de residencia entre Pagan, y Agrigan y Alamagan, sin que nadie haya pensado en averiguar, ni que hacian allí.

Parece se ocupan tambien en criar animales y como de ser esto posible y ventajoso es lo natural y conveniente se verifique esto por naturales de estas Yslas y personas sujetas á nuestro Gobierno y leyes, aya(?) de la primera ocasion para retirarlos de allí como se ha hecho con los de Agrigan.

Los venidos de esta Ysla de que acompaño á V.E. nota permanezcen en esta Capital hasta hallar ocasiones de marchar á otros puntos á donde les convenga.

Es cuanto tengo que hacer presente á V.E. sobre la visita que he practicado y planteo del nuevo establecimiento cuya existencia es conveniente se publique todo lo que sea posible, y espero merecerán el agrado de V.E. mis cortos trabajos, en que he sido como siempre guiado del deseo del acierto y del mejor servicio de S.M.

Dios guarde á V.E. muchos años.

Agaña 3 de Setiembre de 1856.

Exmo. Sor.

Felipe de la Corte.

[A] *.Exmo. Sor. Gobernador y Capitan General de Filipinas.*

Nota de los extranjeros hallados en la Ysla de Agrigan y conducidos á esta Ciudad de Agaña.

<i>Nacion</i>	<i>Nombres</i>	<i>Procedencia.</i>
<i>Yngles</i>	<i>George Robinson, William Man</i>	<i>Vinieron á Guam de Ascencion en 1849 y fueron á Boninas; de donde volvieron á la Ysla de Pagan y de allí á Agrigan para comerciar con los buques.</i>
<i>Ydem</i>	<i>Jim Tomson</i>	<i>Marinero de un buque Chino, quedado en Agrigan en 1855.</i>
<i>Portugués</i>	<i>Joaquin Gonzales, Silvestre Montero</i>	<i>Desertores de la Fragata ballenera Americana Montreal en 1856.</i>
<i>Carolina</i>	<i>Toquia</i>	<i>Muger del Yngles George.</i>
<i>Ydem</i>	<i>Saypa</i>	<i>Yd. de William.</i>
<i>Ydem</i>	<i>Linanepa</i>	<i>Acompaña á las anteriores.</i>
<i>Mestizos</i>	<i>Catalina</i>	<i>Hijos de George y su muger.</i>
"	<i>Juan</i>	
"	<i>Luisa</i>	
"	<i>Carlos</i>	
"	<i>Enrique</i>	
"	<i>Susana</i>	

Agaña 3 de Setiembre de 1856.

Felipe de la Corte.

Translation.

Your Excellency:

As I had the honor of announcing to Y.E. in my communication of 2 July ult., I departed that day, from this Capital to carry out a visit of the norther islands and push as far as those of Pagan and Agrigan where I planned to form a new settlement.

As the season was far advanced we experienced bad weather and consequently much work, but it was not possible for me to achieve as much as I would have liked; indeed, having returned on the 22nd of last month, and therefore employed 51 days in this voyage, I was able to spend only 15 days ashore on the Islands of Rota, Saipan and Pagan and have passed the remaining 36 days aboard the schooner **Secreto** where my only position was that of passenger.

In spite of this, I believe that I must inform Y.E. that this voyage had achieve a various objectives of interest for these Islands, because, in addition to having made the natives of Rota feel the protection of this Government against the abuses of lower employees, and having learned directly about the progress made toward civilization

and reduction to our Holy Religion of the Carolinians living in Saipan, a new Settlement, called Sanvitores, has been created in the North, regarding which I must necessarily give a few details.

As I informed Y.E. last year, I had news of the existence on the Island of Agrigan of a few foreigners who lived there on their own account and were causing some harm to the navigation of these seas, on account of the fear that many ships had of going near those Islands and losing their men to desertion. Such news were nevertheless so vague, not only about the number and type of people settled there, but also about the very nature of those islands, and I had to speculate a great deal when planning my trip.

[Foreigners removed from Agrigan]

When I finally arrived at Agrigan at the end of July, we found an island apparently sterile on account of its being mountainous and rocky and very difficult of access by reason of offering no other resource than an open roads that was affected by strong waves and currents along the shore.

Still, the presence of a few huts, though miserable, gave an idea that some benefit could be obtained there. So, having arranged for a boat to go in and order anyone found there to come on board, so it was done and I was afterwards told by an Englishman who came over that there were on that Island three natives of England, two Portuguese from the Cape Verde Islands, one Indian from the archipelagos to the east of Australia, three Caroline women from the Island of Ascension [Pohnpei], and six children from one of these women by one of the Englishmen. The provenance of these people was varied, because two of the Englishmen with the women and their children had been on this Island of Guam in 1849, proceeding from the Carolines, and they had gone from here to the Bonin Islands; they had been there until last year when they were carried by a ship to the Island of Pagan,¹ where they began to trade with the whalers, but, being informed by the whalers that the Island of Agrigan was better known by the ships, they moved to it during the course of this year and began to collect, tame and raise pigs.

All the other individuals were deserters from ships, one of whom is an Englishman who arrived there last year, and the others arrived this past year.

As these men had lived on both islands, I got exact notices of them and learned that the Island of Agrigan was not suitable for cultivation at all, but it was full of pigs; there were thousands of them and as many goats, whereas that of Pagan actually lacks animals, but has many advantages over Agrigan to create a settlement.

[Pagan Island]

In view of all this, I decided to remove from Agrigan all the foreigners and left in their place **four men with their families** from those I had brought with me, for the purpose of having them continue to hunt and raise pigs, so that this resource may not fail the ships, and afterwards I went on to Pagan where I disembarked and spent five

1 Ed. note: The whaler Morea (see Doc. 1855K).

days, but bad weather prevented me from inspecting more than half of it, i.e. the west half, where are located the best landing sites, not only on account of the configuration of the land, but also on account of its being in the lee of the prevailing winds in this archipelago.

Based on what I saw for myself and on the reports from those of my companions who visited other points, I do not hesitate to say that a settlement could be created on that Island with as good circumstances as on SAipan, exception being made for the [good] port at the latter; however, on the other hand, the situation of Pagan, more to the North, is much more favorable, and as it is known as a good place to get supplies, one must hope that many whaling ships and other making the run between San Francisco and China or Manila will visit that island where there are anchorages for the purpose contemplated, according to what I was told, although I could not find out, thus producing the advantages to these Islands by increasing their revenue, if they are made known to the foreign trade. For this reason, I left there **nine men and their families** to constitute the main settlement, of which Agrigan will be a dependency, in accordance with the instructions that I left them.

Pagan, as well as Agrigan, and the other islands south of them, Alamagan, Guguan, Sarigan and Anatajan, are very abundant in coconut trees, from which oil could be extracted at the same time that pigs are being raised, thus multiplying the products from the country, their sole means of improvement. However, everything can be spoiled for the lack of population; to this end I will continue to work, and hope to get the approval and support of Y.E.

It was not possible to land at any of the other islands south of Pagan, on account of bad weather, in spite of great efforts made to achieve this, at least at Alamagan, wheer, according to the people taken from Agrigan, there are dixteen other persons, some of whom have been a total of sixteen years either at Pagan, Agrigan or Alamagan without anyone thinking about finding out who they were and what they were doing there.

It appears that they are also taking care of animals and, given that such an activity is possible and should preferably be done by natives, it is only natural that it be done by the natives of these Islands and persons subject to our Government and laws, Consequently, I will use the first opportunity to remove them from there as I have done with those of Agrigan.

Those who have come to this Island, about whom I enclose a list for Y.E., will remain in this Capital until they can find an opportunity to go to other places that may interest them.

This is all I have to tell Y.E. about the visit that I have made and the creation of the new settlement whose existence it would be convenient to publish as much as possible, and I hope that my efforts will meet with the approval of Y.E., because they have been guided as always by my desire to better serve H.M.

May God save Y.E. for many years.

Agaña, 3 September 1856.

Your Excellency,

Felipe de la Corte.

[To] His Excellency the Governor and Captain General of the Phiippine Islands.

List of the foreigners found at the Island of Agrigan and transported to this City of Agaña.

Nationality	Names	Origin.
English	George Robinson, William Man	They came to Guam from Ascension in 1849 and went to the Bonins; whence they moved to the Island of Pagan, and from there to Agrigan to trade with passing ships.
Idem	Jim Tomson	Sailor from a Chinese ship, left at Agrigan in 1855.
Portuguese	Joaquin Gonzales, Silvestre Montero	Deserters from the U.S. whaler Montreal in 1856. ¹
Carolina	Toquia	Wife of the Englishman George.
Idem	Saypa	Id. of William.
Idem	Linanepa	Companion of the former.
Half-breed	Catalina	Children of George and wife.
"	John	
"	Louise	
"	Charles	
"	Henry	
"	Susan	

1 Ed. note: The Montreal of New Bedford, Captain S. L. Gray, voyage of 1853-57 (see Doc. 1856O).

Documents 1856H

The story of Agaton Celix, the convict soldier who became a school-teacher in Saipan

Sources: Agaña archives (1900) and Safford's Papers in LC Mss. Div.

Notes: At the time of the Governor's visit to Saipan, Pedro Palomo ws Mayor of Saipan and Tinian, and Fr. Modesto Lesma was the parish priest. One of their assistants was a Filipino convict named Agaton Celix, whose special duty was to teach to the children of the Carolinian settlers on Saipan.

Governor de la Corte's letter dated 29 August 1856

Original text in Spanish.

Exmo. Sor.

Para la resolucion que V.E. estime justa acompaño la solicitud que á V.E. dirige Agaton Celix uno de los confinados destinados á estas Yslas por esa Capitania general

Dios guarde á V.E. muchos años.

Felipe de la Corte

Agaña 29 de Agosto de 1856.

Exmo. Sor.

Felipe de la Corte

[Al] Exmo. Sor. Gobernador y Capitan General de Filipinas.

Exmo. Sor. y Capitan General de Filipinas

Agaton Celix Cabo 1º que fué de la 5ª Compª del regimiento de Ynfanteria 3º de Linea y ahora Presidario destinado al presidio de las Yslas Marianas por la causa que V.E. sabrá, ante V.E. con el debido respeto y sumision humildemente digo:

Que hace trece años largos que cuento de condena sin haber dado motivo ó nota alguna en mi conducta y proceder, sufriendo en la mayor resignacion y silencio la suerte infausta que ha cabido, y tuviera guardado celosisimo silencio hasta que el hado cruel y la extrella impie que me presiden hubieran cesado de cebar en mi tan rudamente ó bien hasta que la Parca me arrastrará con su fuerza invencible á las frigideses del sepulcro.

Las circunstancias empero, Exmo Sor., en que mi infortunio me ha puesto me obligan á levantar hasta V.E. un clamor que solido de lo mas profundo del corazon mas abatido y de lo mas hondo é ingrato de una de las insultas arides y mal sanas de las

Yslas de este Archipiélago; Oso hacer razonar por un momento en el corazón humano de V.E. un ay, de dolor, de opresión, de miseria, confiado en el bondadoso carácter de que está V.E. revestido y que la fama pregona desde los climas más remotos de la Península. En esto, Sr. Exmo., y en la justicia y equidad que dignamente administra V.E. con la clemencia y humanidad que no repugnan las leyes, se funda esta solicitud segundandome siempre con el amparo protector de tantas virtudes como á V.E. caracterizan.

Si Exmo. Sor, confiado en tantas bondades manifestaré á V.E. con la ingenuidad y honra propias de un soldado, todas las circunstancias que constituyen mi situación, mas lamentable y la de peor condición que pueda quizá, encontrarse entre los infortunados de mi clase.

*Vine sí cumplir mi condena en Setiembre de mil ochocientos cuarenta y tres, embarcandome en el Bergantín **Lingayen** de ese Comercio con el Gobernador que murió en la Capital de Agaña, D. Gregorio Santa María. Este respetado y humano Gefé me trató con toda la caridad, generosidad y caballería que constituyen mi honrado como digno militar me tuvo á su lado, le llevaba yo la pluma ó le escribía la mano, y me tenía en su Palacio, honrandome siempre con aquella confianza peculiar á un pecho caballero y veterano: me daba cuanto yo pudiese necesitar y me trataba en fin, como un asistente fiel que V.E. sabe cuanto estima con corazón militar. Cuando llegó á este punto, Sr. Exmo, permitame V.E. que riegue el papel con lágrimas saltarseme de la mano para dirigir al todo poderoso una plegaria, para que sea propicio al Militar que tanto me estimó ¡La tierra pues que cubre sus despojos lo sea ligera!*

Yo por otra parte, Sr. General, procuré serle efectivamente fiel é inunde con lágrimas su sepulcro y si he de hablar con verdad quería enterrarme con él para no separarme jamás de su lado y estar siempre á su vesa [sic].

Parece que el corazón me decía que desde entonces comensaría á sentir mas profunda é intensamente mi desgracia. Así fué porque apenas murió ya se me destinó primeramente á la Ysla de Tinian en donde no hay mas que un Alcalde con doce mozos y dos ó tres presidiarios que son toda la población de la Ysla porque toda ella está despoblada y únicamente existen allí dichos individuos para cazar en los montes ganado vacuno y de cerda para hacer tasajos que se vende en pública almoneda en la Capital de Agaña y cuyo producido se aplica á la manutención de los enfermos Lazarinos.

De allí se me ha destinado á esta Ysla de Saipan, en donde actualmente estoy ejerciendo el destino de Maestro de escuela de los parvulos Carolinos todavía infieles la mayor parte de ellos; pero que ya han prometido abrazar nuestra Santa Religión, para cuyo efecto les estoy enseñando con todo empeño la doctrina cristiana á fin de prepararlos á recibir el Santo Sacramento del Bautismo, y ademas prometo enseñarles á leer, escribir y contar á fin de que estos salvajes pueden algún día ser útiles á la Yglesia y al Estado. Por todo este trabajo y enseñanza, Exmo. Sor., nada he percibido hasta la fecha y únicamente me abonan los socorros que S.M. tiene asignados á los penados.

Por todas estas razones Suplico humildemente á V.E. se sirva mandar que se me levante el destierro y se me abone el salario que acostumbran percibir en estas Yslas los Maestros de escuela.

A V.E. pido y suplico se sirva proveer como llevo pedido que es gracia que imploro jemando.

Ysla de Saipan 1º de Agosto de 1856.

Exmo. Sor.

Agaton Celix

[Recommendations]

En atencion de la solicitud que antecede del interesado Agaton Celix y á continuacion pongo mi informe como lo pide, que durante el tiempo que estuvo en este destierro bajo mi subordinacion no me ha dado que hacer ni la minima queja de estos naturales contra dicha persona, y para que consta doy el debido informe en esta Ysla de Saipan 11 de Agosto de 1856.

Pedro Palomo.

Exmo. Sor.

Yo el abajo firmante indigno Misionero de estos infelizes y desgraciados Carolinos de esta Ysla de Saipan, en vista de la anterior solicitud que Agaton Celix hace á V.E., declaro y Digo en la forma que puedo y debo que el interesado observa buena conducta, y enseña con aliento la doctrina cristiana á estos infelices que desean y han prometido alistarse debajo las banderas de Nuestro Señor Jesucristo, Verdadero Rey y Señor.

Ademas, Exmo. Sor., hace ya largo tiempo y estos infieles Carolinos estan reducidos y son fieles vasallos de S.M. la Reyna (q.D.g.) sirviendo al Estado en todo aquello que pueden dar de sí en el estado de salvatiguez, y el mismo interesado Agaton sirve no poco al Estado.

Por tanto, Exmo. Sor., no dudo que V.E. mirará con ojos compasivos al desgraciado Agaton, y le levantará el destierro que arriba pide y suplica á V.E.

Saipan á 12 de Agosto de 1856.

Fr. Modesto Lesma

Exmo. Sor.

Agaton Celix que dirige á V.E. la precedente solicitud es uno de aquellos que habiendo sido condenados á la pena capital á consecuencia de los acontecimientos de Manila en 21 de Enero de 1843, fué indultado en la pena inmediata para estas Yslas Marianas por el Exmo. Sor. Gobernador y Capitan General de Filipinas, D. Francisco de Paula Alcalá. Aquellas circunstancias son ciertamente demasiado graves, para que pueda considerarsele con un legitimo derecho á esperar la gracia que solicita, mas para la resolucion que V.E. se digna adoptar he creido deber esperar á la consideracion de V.E. algunas observaciones sobre este asunto.

La corta edad, los malos consejos y otras muchas causas pueden facilmente estrabiar á los hombres hasta cometer crímenes de consideracion y si bien es una triste necesidad social imponer castigos proporcionados á aquellos crímenes, no es por eso menos cierto que como aquellos castigos se imponen por el bien de la sociedad, deben acordarse tambien gracias por este mismo bien y cuando aquel justo rigor de la ley se haya satisfecho.

Ahora bien, Exmo. Sor., el citado Agaton Celix, ha debido ser justamente condenado y seria aun merecedor de mayores penas si con un corazon dañado ó un habito criminal, hubiese perseverado en el mal y no hubiese dado muestras de arrepentimiento; pero lejos de esto ha cumplido trece años en su triste clase y durante este largo periodo no consta haber cometido ningun otro acto digno de castigo. Por otra parte, habiendo sido destinado en el año de 49 á la Ysla de Saipan en que se halla establecida su poblacion de Carolinos infieles, segun consta á V.E. se la encargó, ademas de los trabajos que le encomendase el Alcalde plantear una escuela donde enseñar y catequizar los niños de aquellos naturales y habiendose dedicado á ello con celo ha logrado hasta el presente muy buenos resultados y es de esperar los aun mayores en beneficio de ambas magestades.

Sería por tanto un acto de benigna justicia y de política el acordar alguna remuneracion á este desgraciado y considero que ninguna sería mas aceptable á él y mas beneficiosa que el redimirle su condena con clausula de establecer su residencia en la Ysla de Saipan dedicado á la enseñanza, con lo que sin darle otra cosa que una consideracion social de que ahora carece y que podría influir en favor de su mision de enseñar, se libraría el erario del gravamen actual aunque corto de su haber y es de esperar se sacara mejor partido de este individuo.

V.E. en vista de todo resolverá lo mas acertado.

Agaña 29 de Agosto de 1856

Felipe de la Corte.

Translation, mostly by Safford.

Your Excellency:

For a decision that Y.E. may consider a just one, I enclose the petition addressed to Y.E. by Agaton Celix, one of the convicts sent to these Islands by the Captaincy General overthere.

May God save Y.E. for many years.

Agaña, 29 August 1856.

Your Excellency,

Felipe de la Corte

[To] His Excellency the Governor and Captain General of the Philippines.

Your Excellency and Captain General of the PHilippines.

Agaton Celix, formerkt 1st Corporal of the 5th Company of the 3rd Regiment of Infantry of the Line, and now attached to the presidio of the Mariana Islands, to which

he was condemned for the cause which Y.E. will remember, with due respect and submission would humbly make the following statement.

It is now thirteen long years since my condemnation, during which there has not been the slightest cause for complain or mark against my conduct or behaviour, and I have suffered with the most absolute resignation and silence the unhappy fate which has befallen me; and I should have maintained this same silence until the cruel destiny and the evil star which rules over me should have so rudely devoured me, satiated themselves upon me, either unto the end of my sentence or until Death with its irresistible force shall cary me away to the frigidity of the tomb.

But the circumstances, most Excellent Sir, into which my misfortunes have placed me, oblige me to direct to Y.E. an appeal which comes from the depth of the heart, from the most wretched, disagreeable, barren, arid, and unhealthy of the islands of this Archipelago. I dare to cause to sund in the heart of Y.E. for a moment a cry of grief, of oppression, of misery, trusting in the benevolent nature with which Y.E. is endowed, and which fame proclaims from the remotest regions of the Peninsula.

Upon this, most Excellent Sir, and upon the justice and equity which Y.E. administers with clemency and humanity not inconsistent with the laws is based this petition, relying, as I do upon the protection of the many virtues which characterize Y.E.

It is true, most Excellent Sir, that, trusting in your kindness, I will admit to Y.E. with the infenuity and honor that are proper in a soldier, that the circumstances that make up my situation are the most lamentable and worst, perhaps, that can be found among those of my category.

I came to serve out my sentence in September 1843, embarking on a merchant vessel of Manila called the **Lingayen**, together with the Governor who died in the Capital of AgaÖa, Don Gregorio Santa María. This respected and humane Chief treated me with all the kindness, generosity, and politeness which characterize an honorable and worthy soldier. I bore his pen for him, or wrote for him, and he kept me in the palace, always honoring me with that confidence peculiar to a noble and veteran breast. He gave me all that I might need and in short treated me like a faithful assistant, which Y.E. knows is so greatly appreciated by a military heart. When I reach this point, most Excellenct Sir, permit me to bedew the paper with a few tears of gratitude, even my pen wished to leap from my hand that I may offer up a prayer for the soldier who so kindly esteemed me. May the earth be light which covers his ashes.

On my part, my Dear General, I did all I could to serve him with true fidelity, I watered his tomb with my tears, and if I may speak the truth I wished that I might be buried with him, so as never more to be separated from his side.

Then my heart told me that my unhappiness was about to begin. Thus it was; for scarcely was he dead when I was assigned first to the Island of Tinian, where there is only a Mayor with twelve men and two or three convicts, who form the entire population of the island, because all of it is uninhabited and the said individuals live there only in order to hunt in the forests cattle and hogs, to dry the meat, which is sold at public auction in Agaña, the proceeds of the sale being applied to the support of the lepers.

From there I was assigned to this Island of Saipan, where I am now exercising the duties of school-master to the poor Caroline Islanders living here, the greater part of whom are still infidels, but have promised to embrace our Holy Religion to which end I am teaching them with all zeal the Christian Doctrine, in order to prepare them to receive the Holy Sacrament of Baptism, and I also promise to teach them to read, write and some arithmetic so that these savages may some day be useful to the Church and State. For all this work and teaching, most Excellent Sir, I have received nothing up to the present time, am only permitted the allowances assigned by Her Majesty to prisoners.

For all these reasons, I humbly beg Y.E. to order that my sentence of exile may be set aside, and that I may be paid the salary which school masters in these Islands receive.

I beg and implore Y.E. to grant what I have asked.

Agaton Celix.

Island of Saipan,

August 11, 1856.

[Attachments: Recommendations of Mayor Palomo and of Father Lesma]

With regards to the preceding petition by Agaton Celix, and following his request, I placed herewith my report to the effect that during the time that he has been in exile, under my supervision, he has not been the source of any complaint on the part of these natives, and for the record I give said report at this Island of Saipan on the 11th of August 1856.

Pedro Palomo.

Your Excellency:

I, the undersigned unworthy missionary of these unhappy and unfortunate Carolinians of this Island of Saipan, in view of the preceding petition which Agaton Celix makes to Y.E., declare and say in the form which I can and ought, that the conduct of the petitioner is good and he teaches with zeal the Christian catechisme to these poor people, who desire and have promised to enlist under the banner of our Lord Jesus Christ, True King and Lord.

Moreover, most Excellent Sir, it has now been a long time since these Caroline heathen have been reduced and are faithful vassals of Her Majesty the Queen (may God save her), serving the State in all that they can in their savage condition and the petitioner Agaton has done no little for the State.

Therefore, most Excellent Sir, I do not doubt that Y.E. will look with compassionate eyes upon the unhappy Agaton, and that you will lift his exile which he asks above.

Saipan, 12 August 1856.

Fr. Modesto Lesma.

[Governor de la Corte's recommendations]

Your Excellency:

Agaton Celix, who sends the preceding petition to Y.E. is one of those who had been condemned to the death penalty as a consequence of the events that occurred at Manila on the 21st of January 1853. His sentence was commuted to immediate expulsion to the Mariana Islands by His Excellency the Governor and Captain General, Don Francisco de Paula Alcalá.¹ These circumstances are too grave for him to expect the grace which he asks, but for the action which Y.E. may be pleased to take, I have thought it my duty to place certain considerations before you bearing on this subject.

Youth, bad advice and many other causes may easily lead astray men even to commit crimes of importance; and although it is a sad social necessity to inflict punishments commensurate with these crimes, it is nevertheless certain that as those punishments are inflicted for the good of society, pardons should also be granted for the same good when that just rigor of the law has been satisfied.

Now, most Excellent Sir, the said Agaton Celix has deserved to be justly condemned and would still merit greater punishment, if with a hardened heart or criminal custom he had persisted in evil and had not shown evidences of repentance; but far from this, he served thirteen years of his unhappy sentence and during this long period he has apparently committed no other act meriting punishment. On the other hand, having been assigned in 1859 to the island of Saipan, in which the community of heathen Carolinians were settled, as he informs Y.E., in addition to his other work he was directed by the Mayor to start a school for instructing and catechising the children of those natives, and dedicating himself to this work with zeal, he has accomplished up to the present time very good results and greater ones are to be expected in the future for the benefit of both Majesties.

It would therefore an act of benign justice and good politics to grant some salary to this unfortunate man and I consider that none would be more acceptable to him than the remission of his sentence, under the condition that he take up his residence on the Island of Saipan, dedicating himself to teaching, with which, without giving him anything else than a social consideration which he now lacks and which might be of use to him in his teaching. It would relieve the treasury of the present expense, though small, of his support, and it is to be hoped that greater advantage may be gotten out of the individual.

In view of all this, Y.E. will decide what may be most proper.

Agaña, 29 August 1856.

Felipe de la Corte

¹ Ed. note: Matta's report of 1843 gives details about that insurrection by a portion of the troops of the 3rd Regiment of the Line at daybreak of the 21st of January 1843 (see B&R 52:91-94). Agaton Celix may have come from the Province of Tayabas, as most of the mutinous soldiers were from, who killed some guards at Fort Santiago, Intramuros, Manila. Their leader, Sergeant Samaniego, was one of those executed at Bagumbayan the next day.

Document 1856I

The ship Chandler Price of New Bedford, Captains Curn & Holcomb

Source: Ms. in the Providence Public Library; PMB 791; Log Inv. 893.

Note: After Captain Curn died on 27 April 1856, he was replaced by Clayton P. Holcomb as master, the man who was to settle in Yap afterwards.

Extracts from the log

...

[During the summer of 1855, the ship was whaling in the Arctic.]

...

Saturday 8th [March 1856]

.. At 3 a.m., saw Hope [Arorae] Island. At 5 a.m., passed it... The Captain [Curn] off duty with sickness, having been unwell ever since leaving the S[andwich] Islands... Lat. 2°47' S. Long. 176°59' [E].

...

Wednesday 12th

At 4 a.m., saw a shoal of blackfish. Did not lower for them, the Captain being sick. At 5 p.m., raised Ocean [Banaba] Island bearing South 6 miles distant. Wore ship and stood for the land but were unable to fetch it on account of a strong westerly current. At 10 p.m., bore away NW...

...

Sunday March 16th

... At 1 a.m., raised Strong's [Kosrae] Island bearing N distant 34 miles. Steering NW... Lat. 7°01' N. Long. 161°05' E.

Monday 17th

... At 5 p.m., raised Wellington's [Mokil] Island. We lay off and on all day and traded with 2 white men from the shore.

Tuesday 18th

... At 11 a.m., braced forward. At 5 p.m., lay to. At 6 p.m., kept off steering W by N, wind NE. At 10 p.m., raised the Island of Ascension [Pohnpei].

Wednesday 19th

At 3 p.m., the boats came alongside. At 4 p.m., the Capt. went on shore to see the Doctor, the Ship laying off and on. At 10 p.m., the boat came alongside but the Capt. did not return.

Thursday 20th

... Laying off and on. At 5 p.m., the boat came off from the shore and remained during the night. At 10 a.m., the boat went ashore.

Friday 21st

... At 5 a.m., the Capt. came on board and we braced forward heading ESE... At 1 p.m., tacked ship. Latter part, steering W. Lat. 6°40' [N]. Long. 161°58' [E].

...

[The Marianas were bypassed]

...

Wednesday 9th [April]

... Capt. Curn very sick, being unable to come upon deck... Lat. by account 29°30' [N]. Long. 139°47' [E].

...

[The ship went into the Yellow Sea on 12 April. On the 17th, a medicine man was got from the Ship **Endeavour** to take care of Capt. Curn, but he died on 27 April 1856 and was buried at sea]

...

Sunday 27th [April 1856]

This day begins with rain and strong winds from W at half past 12 o'clock Capt Curn died after an illness of about 2 months[.] at 2 am spoke the **St. George** Capt Dias at 3 am kept the ship for the Oki Islands for to bury the Capt but at 6 o'clock the wind came out ahead and freshened on so that we had to leave to. Middle part, had strong gales from WSW laying to under double reefed main top sail and foresail. Middle and latter part, had strong gale from SW so that we were unable to reach the land to bury Capt Curn.

Lat. 38°45 [N]. Long. 133° [E].

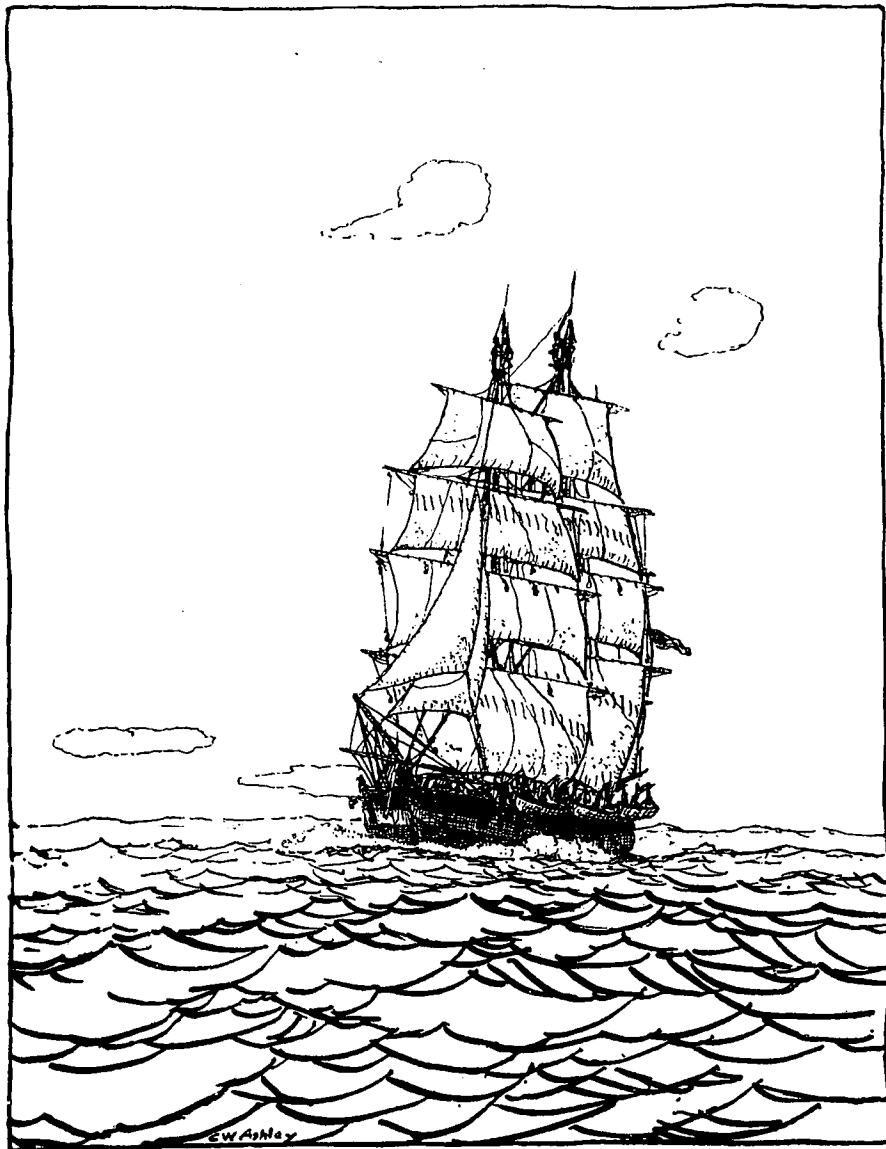
Monday 28th

... At 4 a.m., called all hands and buried the Corpse of Capt Curn after the usual ceremony...

Lat 38°50 [N]. Long. 133°40' [E].

...

[By April 1857, the ship was whaling in the Antarctic Sea. She stopped at Honolulu, but not Micronesia, on the way down. Captain Holcomb was soon to visit Guam and later take residence at Yap.]



The Commodore Morris cruising.

Document 1856J

The ship *Lion of Providence*, Captain William H. Hardwick

Sources: Ms. log in Providence Public Library; PMB 875; Log Inv. 2882.

Note: This ship was wrecked and abandoned in the Coral Sea on 1 December 1856.

Extract from the log kept by George N. Macy

...

Monday June 30th [1856]

Moderate breeze from E steering N by W. At 2 PM lowered for blackfish got none. At sunsett luffed to the wind under short sail heading NE. At daylight kept off NW. At 10 AM spoke the **Com. Morris** of Falmouth. Started beef & pork.

Lat. 00°32 S. Long 174°56 [E].

Tuesday July 1st

Light wind from ESE, steering NW. At sunsett luffed to the wind aback heading NE. Later part steering NW in company with the other ship. Employed painting the blocks.

Lat 00°20 N Long 175°27

New Nantucket¹

Wednesday July 2nd

Fresh breeze from E. steering W by S. At sunsett luffed to the wind aback heading N by W. At 2 AM braced full under short sail. At daylight kept off W under all sail. At 9 AM saw the Island of New Nantucket. Sent in two boats after fish and birds eggs. The other ship in company. No obs.

...

Sunday July 6th

... Spoke the **Com. Morris**... Lat. 00°37 S Long 178°14

...

1 Ed. note: Another name for Baker Island, not part of Micronesia, but lying E. of Banaba.

Saturday July 12th

... Spoke the **Com. Morris.** At 11 AM spoke the **Elizabeth Swift** of New Bedford... Lat. 1°0 Long No obs.

...

Wednesday July 15th

Fresh breezes from E. steering WSW, At 3 PM spoke the **Elizabeth Swift**. Stowed down the oil temporary . At sunett saw Byron's [Nukunau] Island to W luffed to the wind. At daylight kept off for the Island. At 9 A hauled aback, trading with the natives for hats and mats. No obs.

Remarks on board ship Lion Thursday July 17th

Moderate breeze from NW. laying off and on. At 4 PM spoke the **E. Swift** and **Alfred Gibbs** of New Bedford and **Harvest** of Nantucket. Stood off by the wind heading East. Latter part steering S.

Lat. 2°02 Long 177°14 [E]

Friday July 18th

Moderate breeze from NE. steering S. At 3 PM luffed to the wind heading SE. At sunett Hope [Arorae] Island ahead dist 20 miles. Middle part calm. Latter part light wind from ENE. heading SE.

Lat. 2°39 Long 176°48

Saturday July 19th

Light wind from NE by E. heading N by E. At sunset wore ship to N. At 11 PM hove aback. At daylight kept off W. At 9 AM saw Roches [Tamana] Island steered in for it. Laying off and on trading with the natives for nuts & fowl. [Broke barrels of] Beef & pork.

Sunday July 20th

Moderate breeze from ENE. laying off and on. At 5 PM kept off NW. Through the night working off gradually. At daylight saw Clark's [Onotoa] Island kept off W. for it. Laying off and on trading for hats & mats.

Monday July 21st

Fresh trades from ENE. laying off and on trading. At 5 PM the boat went ashore.

Remarks on board ship Lion Tuesday July 22nd

Fresh breezes from E. with occasional rain swuals laying off and on. At 3 PM the boat came off kept off NW by N. At sunett luffed to the wind under short sail heading S by E. At daylight made sail steering to N. At 8 AM saw Drummond's [Tabiteuea] Island[,] kept off NW around the Island.

Wednesday July 23th

Light breeze from E by N. steering off around the Island. At 3 PM hauled aback trading with the natives. At sunsett wore ship to SE. Latter part light baffling winds with some rain working to N. A few canoes alongside trading. Started a cask of bread.

Thursday July 24th

Light variable airs working to N. Latter part calm close in to shore trading with the natives in the canoes. Shipped a native.

Friday July 25th

Light wind from WNW. heading SW. At 10 PM wore ship to N. At daylight wore ship again to SW. At 11 AM spoke the **Onyx** of Sydney. The land in sight to NE.

Lat. 1°19 S Long No obs.

...

Tuesday July 29th

... Spoke the **Elizabeth Swift & Hector** of New Bedford. At 10 PM kept off N. At 8 AM kept off NW by W. Spoke the **Ganges** of Nantucket.

Lat. 1°03 N Long. No obs.

Remarks on board ship Lion Wednesday July 30th

Moderate breeze from E. steering NW by W. At 1 PM saw Hall's Island kept off W. for it. At 3 PM luffed the wind heading NNE. At 10 PM wore ship to S. At daylight kept off for the Island. The other ship in company. The Carpenter of her mending our boats. No Obs.

Thursday July 31st

Moderate breeze from E. laying off and on. At 9 AM stood off NE. Employed mending boat. At M. spoke the **Kestral** [or Kestrel] off Sydney.¹ The **Ganges** in company. Took a Boy from the **Kestral**. No Obs.

Friday Aug 1st

Moderate wind from E. steering N. Knoxs [Tarawa] Island ahead. At 9 PM wore ship to S. At 4 AM wore back again. Latter part baffling winds with rain squalls. Employed ending and painting boats. The **Ganges** in company.

Lat. 1°21 [S] Long No Obs.

Saturday Aug 2nd

Moderate breeze from [blank] heading NNE. At 9 PM wore round to S. At 3 AM wore back again. Latter part steering to N. by Knox's Island. Employed mending and

¹ Ed. note: The Kestrel was a British barque, a merchantman, passing through, probably on the way to China (see Nicholson, I, p. 277).

painting boats. The **Ganges** in company.

Lat. 2°08 Long No Obs.

[Layover at Butaritari]

Remarks aboard ship **Lion** Sunday Aug 3rd

Moderate breeze from E. steering W. At sunsett luffed to the wind under easy sail. At 3 AM kept off NNW. At daylight saw Pitts' [Butaritari] Island ahead. Employed mending boats. The **Ganges** in company. No obs.

Monday Aug 4th

Moderate breeze from E. steering in for the anchorage. At 4 PM came to an anchor in 25 fathoms water with 60 fathoms chain. At daylight sent ashore a raft of cask for water sent a gang of men ashore to cut wood.

Tuesday Aug 5th

Light air from E. Employed tarring some of the rigging and caulking ship outside. Got off 3 boat load of wood.

Wednesday Aug 6th

Light breeze from E. Got off a raft of water and boat load off wood. Employed stowing water and caulking. Started 2 bbls beef & 1 pork.

Thursday Aug 7th

Light breeze from SE. got off 1 boat load of wood & ashore a raft of cask for water. Employed caulking.

Remarks on board ship **Lion** Friday Aug. 8th

Fresh breeze from SE. Got off 3 boat load of wood and a raft of water. Employed painting ship outside.

Saturday Aug. 9th

Fresh breeze from SE. Got off 4 boat loads of wood. Employed caulking.

Sunday Aug 10th

Fresh breeze from E. Employed caulking outside. The native we got at Drummond's Island deserted.

Monday Aug. 11th

Fresh breeze from SE. Employed caulking and other small jobs.

Tuesday Aug. 12th

Fresh breeze from S. Finished painting outside and other jobs.

Wednesday Aug. 13th

Fresh breeze from SE. At daylight got underweigh and stood off aback. The **Ganges** in company. Brought away 1 white man 2 women and 3 boys.

Thursday Aug. 14th

Moderate breeze from E. At 1 PM kept off NW by W. At sunsett luffed too the wind under short sail heading NNE. At 7 AM kept off NNW under all sail, with occasional rain squalls. The **Ganges** in company. Started beef and flour. No Obs.

Remarks on board ship Lion Friday Aug. 15th

Fresh breeze from E with occasional rain squalls steering NNW. At sunsett luffed to the wind under short sail heading NNE. Latter part steering NNW under all sail. The **Ganges** in company.

Lat. 5°12 Long 173°01

...

Friday Aug. 22nd

Moderate breeze from E. with squally rainy weather heading SSE. Latter part clear wind NE. heading ESE. At daylight saw one of the Covill's [Ebon] Islands steering for it under all sail. The other ship in company. No Obs.

Remarks on board ship Lion Saturday Aug. 23rd

Fresh breeze from NE with strong squalls and rain[.] trading with the natives in their canoes for cocoa nuts. At 3 PM kept off SE. At sunsett shortened sail. Latter part close steering S. under all sail. Employed variously.

Lat. 3°16 Long 169°27

Sunday Aug. 24th

Fresh breeze from E. heading SSE with occasional rain squalls. Middle part heading SE by S under easy sail. Latter part heading SSE under all sail. Employed variously.

Lat. 1°52 Long 159°55

Monday Aug. 25th

Strong breeze from E by S. heading S by E. Middle part heading SSW. latter part heading S. under all sail. Repairing mizzen topgallant sail.

Lat. 00°16 N Long No obs.

Tuesday Aug. 26th

Fresh breeze from ENE. steering SW. At 4 PM luffed S. At sunsett luffed to the wind under easy sail heading SE. At daylight saw Pleasant [Nauru] Island. kept off SW for it. At 9 AM hauled aback trading with the natives in their canoes for hogs and coanuts.

Lat. 00°41 S Long 167°17

...

Tuesday Sept. 9th

Fresh breeze from SE. heading SSW. At 1 PM raised the Green [in New Ireland] Islands kept off W by N for them... At 3 AM Sylvia the Spaniard died from the effects of venereal of long standing. At 5 AM buried him...

Lat. 4°48 [S]. Long 155°48

...

[In November, the ship was back whaling in sight of the Green Is. Lat 4°39 Long. 155°13. Soon the ship would be history.]

...

Monday Dec 1st 1856

Fresh breeze from N. steering SE. At sunsett luffed SE by E. At 2 AM the lookout from the bow sang out for broken water ahead. The helm was immediately put to starboard but too late to clear the reef[,] she struck and remained fast. The ship's company taking to the boats and laying outside the reef. At daylight returned to the ship[,] procured some provisions and landed on a sand heap in the middle of the reef. The ship bilged shortly after leaving.¹

Tuesday Dec. 2nd

Strong breeze from the S. Employed cutting a hole through the wreck. procured a cask of water.

Wednesday Dec. 3rd

Strong breeze from the S. All hands busily employed filling the boats.

Thursday Dec. 4th

Moderate breeze from SE. Latter part light wind from N. At 9 AM started in 5 boats for New Holland. At M. on Sunday entered Wide Bay with 4 boats and was picked up by the Steamer **Warata[h]** of Sydney she having picked up the other boat outside and towed up to the settlement.

1 Ed. note: Someone added a note at this point, saying: "The last whaler out of Providence."

Document 1856K

The Monticello, Captain Baker

The log kept by James H. Payne

Sources: Ms. in the Providence Public Library; PMB 862; Log Inv. 3358.

Note: The logkeeper first signed on board the ship Franklin in September 1853, then switched to the Rambler in 1855, then to the Monticello only in 1856.

Extract from the log of the ship Monticello

...
 [In August 1856 the ship was re-visiting the Gilbert Islands. On the 22nd, it was in sight of Onotoa Island; on the 24th, Nonouti and Abemama on the 26th. The microfilm is hard to read, but no details are given about the trade that was carried out. On 13 Sept. spoke ship **Elizabeth** of New Bedford, Capt Pierce and gammed with the **Othello** of New Bedford. On the 17th gammed with the ship **Two Brothers** of New Bedford. On the 26th they reached Kosrae Island.]

Ship Monticello Lying at Anchor in Strong [Kosrae] Island.

26th Commences with a moderate breeze from the ESE Ship steering Westward shortened sail at 6 oclock PM and headed ship on the Eastward tack[,] hauled aback the mainyard at 6 oclock PM and laid with the mainyard aback[,] Raised a Humpback at 10 oclock PM Made sail at daylight kept off and stood in for the Land[,] The Pilot came aboard at 8 oclock AM and took the Ship in Came to and let go the Anchor at 9 oclock AM and furled the sails[,] Men employed in breaking out for empty casks and getting them ready for watering.

27th Commences with squally weather. We have towed two rafts of casks ashore this afternoon. I went aboard of the Ship **Minerva** and Bark **Winslow** of New Bedford this evening a'gamming[,] Men employed in getting wood aboard and stwing it down.

28th Commences with changeable weather. I have been aboard of the Ship **Minerva** this evening a'gamming I have been ashore on liberty today[,] the Natives of this Island

are the most indolent of any that I have ever seen[.] The principal productions are Bananas, Coconuts and bread Friuits.

29th Comences with cloudy weather. I came aboard about 8 oclock AM. Men employed in stowing down water between decks.

30th Commences with changeable weather. The starboard watch went ashore on liberty. This morning the Ships Arannet(?)¹ and **Young Hero** of Nantucket and the **Emily Morgan** of New Bedford arrived this morning.

Oct the 1st 1856. Commences with cloudy weather. [rest of page too faint, due to MCF camera having been out of focus]

2nd Commences with rainy weather. The Starboard watch went ashore on liberty. There is two sail outside of the harbor.

3rd Commences with cloudy weather. The Larboard watch went ashore on liberty this morning. The harbor is between two Island. The small Island is intersected with walls all over some of the[m] near 20 feet high built of stone some of which will weigh several tons I do not think that the present inhabitants built them I think that they must have been built by foreigners in former times[.] Men employed in coal tarring the bends of the Ship.

9th Commences with cloudy weather. The starboard watch went ashore on liberty this morning. The watch aboard employed in getting wood.

5th Commences with fair wweather. The larboard watch went ashore on liberty this morning. Arrived Ship Alppia Mara [sic = **Apphia Maria**] of Nantucket, the **Isaac Howland** of New Bedford, the **Ocean Rover** of Nantucket, the **Zone** and **Atlantic** of Fairhaven.

6th Commences with fair weather. The starboard watch went ashore on liberty this morning.

7th Commences with cloudy weather. The larboard watch went ashore on liberty this morning.

8th Commences with fair weather. The starboard watch went ashore on liberty this morning.

1 Ed. note: Perhaps the Aeronaut of Mystic, lost in 1856 (ref. Starbuck, p. 534), or the Aquetnet of San Francisco.

9th Commences with fair weather. The larboard watch went ashore on liberty this morning.

10th Commences with rainy weather. The starboard watch went ashore on liberty helping tow out the ships **Minerva** and **Mayflower**. The larboard watch employed in cutting wood and getting it aboard of the ship.

11th Commences with changeable weather. The Larboard watch went ashore on liberty this morning. The starboard watch employen in cutting wood and getting it aboard. I have been cruising over the big Island today.

12nd Commences with changeable weather. The starboard watch went ashore on liberty after half an hour the Ship [N. B.] **Palmer** out.

13rd Commences with changeable weather. The larboard watch went ashore on liberty this morning. The starboard watch employed in cutting wood fetching and stowing it[.] I have been out on the reef getting shells.

14th Commences with changeable weather. The starboard watch went ashore on liberty this morning. The larboard watch employed in wooding ship.

15th Commences with changeable weather. The larboard watch went ashore on liberty this morning. The starboard watch employed in wooding ship.

16th Commences with changeable weather. Men employed in wooding ship and getting a raft of water.

17th Commences with changeable weather. Men employed in clearing up and getting ready for sea.

18th Commences with fair weather. Men employed in getting morning aples pick-leing wood breaking out for sea.

19th Commences with changeable weather. The starboard watch went ashore on liberty this morning.

20th Commences with fair weather. Called all hands at 4 oclock AM to man the windlass and heave up the anchor after the anchor was apeats(?) [=aweigh?] the diferent Ship in the harbor sent their Boats to assist us in towing out. We came out in company with the Ship **Norman** of Nantucket and Bark **E. Corning** of New Bedford.

21st Commences with fair weather Wind from the NE. Ship steering close hauled on the port tack and with the ship **Norman** at 6 oclock PM[.] I have been unwell for the last two days.

22nd Commences with a moderate breeze from the Northward(?) Ship steering close hauled on the port tack[.] Gammed with the **Norman** and **E. Corning**[.] at 5 oclock PM Capt. Baker sent for me this morning to inquire about my health and gave me something to rub on the parts affected[,] it having taken the passing up Rheumatic pains.

...
[The ship went on to Rotuma, Walpole Island, etc. There is also an anonymous log-book, in the Nantucket Historical Institute (Log Inv. 3357).]

Document 1856L

The bark *Zone* of Fairhaven, Captain Moses R. Fish

Sources: Ms. in the Kendall Whaling Museum, Sharon, Mass.; PMB 831; Log Inv. 5017.

Note: A note at the end of the log says: "Bound to New Bedford, Lester P. Snell." Perhaps this is the name of a later log-keeper.

Extracts from the log kept by John J. Harlow

...

[In May 1856 the ship left New Zealand for the Line, via Tahiti.]

...

Monday, the 28th [July 1856]

... I just caught a Cockroach which is a little the hardest to kill that I have ever fallen in with[.] I struck him with a marlin spike—the point—six times, and 4 times with the head of it, and he is kicking yet!! a tough beast that!... At 1 PM we saw Jarvis Island bearing South, distant 10 Miles...

...

Sunday, August the 17th 1856. On the Line.

... At 4 PM, we saw the Island of New Nantucket [Baker], bearing W by S. distant about 6 Miles...

Monday, the 18th

Clear weather today and moderate breezes from ENE. At 8 AM, we hauled aback, and the old men in the Starboard-Boat, and 2d Mate in the Waist-Boat went ashore to New Nantucket, to catch some fish. At 11-1/2 AM, they returned with about half a basket of Gulls and Boobie's eggs, and some news.

They found a report there, containing the names of about a dozen ships that have done nothing here this season, and have all gone the Westward. Among the names we found those of the **Awashonks**, **Monticello** and several others that we have spoken this Voyage, but none of them has done anything for a good while past!

...

Wednesday, the 20th

... The Captain says that he is going to stop at Hope [Arorae] Island tomorrow, if

he can find nothing else to do...

Thursday, the 21st

... We have been looking for Hope Island all day, but have not found yet; owing to some flaw in the Chronometer, which the Captain cannot account for! ...

Friday, the 22nd

... In the forenoon we run to the WNW to find Hope Island; but not finding it we luffed by the wind again.

Sunday, the 24

We have had fine weather all this day, with fresh breezes from East. We have changed the day again, as we have got back into East Longitude, so that we shant be behind the time with the rut of our brethren, round here.

We have [been] trying to beat to windward, for the last twenty- four hours, but have not made much progress, on account of a strong current setting to the Westward.

Monday, August the 25th '56 Kingsmill Islands.

Fine weather today, and moderate breezes from ENE to East. At 4 PM steering by the wind, heading N by E, we raised Drummonds [Tabiteuea] Island right ahead, distant about 14 miles. At 5 PM saw a School of blackfish. Sundown, we tacked ship, and shortened sail.

Tuesday, the 26th

We have had pleasant wether today and fresh breezes from E. At 8 AM we saw Drummond's Island, and stood in for it. at 10 AM we got in within about 2 miles of it, and squared away to run the roof drum. At 1-1/2 PM, a few canoes came alongside, with a few shells, new Cocoanuts, mats, fish and their Waikinas, who staid aboard until 11 PM, when they a left the Ship. About the same time that the canoes left the Ship, we raised a Sail off[f] the lee point of the Island, and stood along to speak her. at 5-1/2 PM, we spoke the Ship **Atlantic**, Covell,¹ of Nantucket, 26 Mos. out, 1050 bbls of Sp. As soon as we spoke him we hauled aback, and Captain C. came on board of us to spend the evening. After he got on board, our Mate took the boat and went on board the A., after which we filled away, and stood along to the Northward by the wind. At 1 PM, we hauled aback to wait for the A. to come up, she being out of sight astern. at 9-1/2 PM, she was in sight off our weather quarter; in half an hour we set a light in the Mizzen rigging, but saw no more of the **Atlantic**, this night!

At 12 PM, we saw Sydenham's [Nonouti] Island off the lee beam, 1 mile distant; we wore ship a immediately to the SE.

1 Ed. note: Written next to this is another name: Coleman (which is correct (see below)..

Wednesday, the 27th

Pleasant weather today and fresh breezes from E by N. Sydenham's and Drummonds Islands are both in sight this morning, but no ship to be seen. At 10 AM, we were under Sydenham's I. and supposing the A. to be to the northward of the Island, we kept off and run down along the reef, to get [to] the other side, where we arrived about 3 PM, but could see nothing of the ship. We stood off & on the remainder of the day and all night, but saw nothing.

Thursday, the 28th

... We have been standing off & on at Sydenham's Island all this day, but have not seen what we are in search of, as yet.

Friday, the 29th

... We have been standing back and forth all day, part of the time in sight of Simpson's Island, but nothing to be seen of the good ship **Atlantic**. The old man has put up a bounty for her, but whether or no that will raise her, it is hard to say.

...

Sunday, September the 7th, 56. Kingsmills.

... At 4 PM, we raised a sail, which of course should be that infernal Nantucket-man which we have been looking for the last fortnight; but imagine our dissatisfaction, when it proved to be the Bark **Franklin**, Packard, of New Bedford; 37 Mos out, 1100 Sp. who had neither seen nor heard of the Atlantic.

Monday, the 8th

... At 3 PM, we hauled aback off Roche's [Tamana] Island to allow the Natives to come on board, which they did in round numbers. They brought off broom stuff and Cocoanuts, and went ashore with whale's teeth and Tobacco. A few Waikinas came, and went ashore again, with some Tobacco!! At dark we cleared the ship, and stood along to the Northward by-the-wind! Shipped one Man, a Spaniard, who has been ashore here 2-1/2 Months; he left a Spanish Brig,—that was bound to Peru,—sick.

Tuesday, the 9th

... At 10 AM, we passed to windward of Clark's [Onotoa] Island, within about 3 miles of it. No natives came off. Sundown, Drummond's Island bore WNW, distant 35 miles.

Wednesday, the 10th

Pleasant weather today again, with light winds from SE. At 1 PM, hauled aback of the lee end of Drummond's Island to let the natives come aboard, which they did—, a few of them,—bringing a few Cocoanuts, fish and a half dozen "She makes" to ----- @ bail the canoes! The old man left directions with a number of the natives, to be given to the **Atlantic** in case she should touch here; or to be given to any other Ship that

might touch here, so as to spread the information of our whereabouts. At dark we stood to the ENE, with a light breeze, from SE.

...

Saturday, the 13th of September, 1856

... At daylight we kept off S by E, expecting to fetch Byron's [Nukunau] Island. At 10 AM, we raised the Land right ahead, and at 1 PM found ourselves within 5 miles of Clarke's Islands So much for the current among these Islands. At 2 PM, we tacked to the Northward. At 4 PM, we saw a Brig steering the same way, did not speak her.

...

Monday, the 15th

... At 4 PM, we hauled aback off Simpson's Island, to allow the natives aboard[.] in a short time two canoes came alongside with one hog and a few Cocoanuts in each of them. The hogs, the old Man bought, and paid five pounds of Tobacco each, for them; which for one of them was cheap enough, for besides being a good sized hog, he had two blind eyes and a broken back! Excellent qualities. At Sunset stood to SSE. Nothing to be learned of the **Atlantic**.

Tuesday, the 16th

We have had fine today, with the exception of a little rain this afternoon. At 10 AM, we hauled aback off Henderville's [Aranuka] Island, and lay long enough for the natives to dispose of their wares, which required but a very short time, for all they had was a Sow a piece—one of them,—and a few Cocoanuts. After we finished trading with them, we ran down to Woodle [Kuria] Island, where the old Man and Capt. Coleman went ashore to trade: at 4 PM they came off with a quantity of Cocoanuts and a few Hogs. In the meantime we amused ourselves aboard by trading with the natives that came off aboard. There are no Females allowed to come aboard Ships at this Island!

...

Friday, September the 19th 56

... The Cook that we brought from home, has been very sick lately; and at present, is scarcely expected to live from one day, to another. He has lost the use of his right arm entirely, and apparently, the power of speech also; he is unconscious of everything that is passing, around him, and keeps his teeth shut so firmly, that it is about impossible to get anything between them!

Saturday, the 20th

Fine weather today, with light winds from ENE, and a Smooth sea. At 6 AM, Saw Ocean [Banaba] high Island, and ran down for it. At 11 AM, hauled aback off the Island, to let the natives come aboard, which they did in swarm,—Men and Women. They brought off a few Mummy Apples and Cocoanuts. At 2 PM, the old Man went ashore, where he remained until 4 PM, when he returned bringing some fowls and Cocomnut, and last, though not least, news of the **Atlantic**, which touched here three days ago, having taken one whale since they "ran away." At dark one Sail in sight, supposed to

be the **Atlantic**.

Sunday, the 21st

Fine weather today and calm. At 9 AM, Ocean Island bearing E 14 miles distant, the old Man & Capt. Coleman went on board of the Bark **E. Corning**, Rotche, of New Bedford, 13 Mos. out, 250 bbls sp.,—which was lying becalmed about two miles off, and which was the Sail that we saw last evening, instead of the Atlantic. At 10-1/2 AM, the Boat returned bringing Mr. Baker the 1st Officer of the E.C., who reports having seen the Atlantic yesterday, and that she was in sight of the E.C., last night at Sunset! Mr. B. remained on board until dark when he took his leave. Ocean Id. bearing NE, distant 30 miles. A school of Black fish in sight this afternoon. Mr. B. reports our crew on board of the Atlantic, to be very uneasy and homesick! At 9 PM, the old Man and Capt. Coleman returned.

Monday, the 22nd

,, Nothing to be seen of the Atlantic yet. At 4 PM, a Sail in sight off our weather bow; supposed to be the E. Corning. While I am writing, they are bringing the remains of William Merritt,—the man mentioned last Friday as being very sick,—out of the fore-castle; he died about 15 minutes past 6 PM. He is being laid out on the “house” to remain for the night. He is a native of Canterbury, C[onnecticu]t., and is about 19 years of age. (Colored).

Tuesday, September the 23r, 1856

... At 7 AM, we hauled the Main yard aback, set the American Ensign at half-peak, and buried our dead Ship-Mate. May God show him mercy!

The **E. Corning** in sight the first and middle parts of the day. We have been steering NW all day, for ---- somewhere!

Long 169°01' E

Wednesday, the 24th

We have had fine weather today, and light winds from NE. At 2-1/2 PM, we raised Pleasant [Nauru] Island 2 points off our lee Bow; a short time after, we raised two Sails off our weather Bow, one of which proved to be the **Atlantic**, and the other the **E. Corning**. We gammed with them both until 12 PM, when by mutual consent we parted, made sail and stood to the N by W.

Thursday, the 25th

Fine weather today and fresh breezes from SE. At 7 AM, Pleasant Isle off the lee bow 7 miles distant,—the **Atlantic** and **E. Corning** in sight, we hauled aback for the A. to come up with us, when the old Man went on board. The E.C. under the land trading. At 9 AM, the old Man returned, bringing two Casks of sp. Oil,—9 barrels,—which is our share of what was taken by the A. At 11 AM, the natives came on board,—men

& women,—bringing Hogs, Cocoanuts, fowls and Mats; for which they got Muskets, Powder & Tobacco; the former being in great demand, as one end of the Isld was at war with the other! At 2 PM, we finished trading, drove the natives ashore, and stood to SE, by the wind. At Sundown, the Isld, bore NNW distant 20 miles. No sail in sight.

...

Saturday, the 27th

Pleasant weather today and fresh breezes from ESE. We have been heading to the NE today, by-the-wind. At 3 PM, Pleasant Island bore North, distant about 60 [sic] miles. We killed two hogs this afternoon, and the old rooster flew overboard, which makes the principal occurrences of the day!

Sunday, the 28th

... At 10 AM, passed to the Westward of Pleasant Isd within 8 miles of it. At 3 PM, we spoke the **Isaac Howland**, Hobbs, of New Bedford, 22 Mos. out with 600 [bbls] Sp. Had a gam with her.

Monday, September the 29th 56

... Killed another "porker" today to save its life!...

...

Wednesday, the 1st October

Pleasant weather today with moderate breezes from ENE. We have been by-the-wind all day, heading N by W. Lat '21' N. Long. 164°58' E.

While we were at dinner today, we were arrested in our progress of stowing away the stewed fowl and plum duff, by the cry of "a Man overboard!" we all jumped instanter, (some with their mouths full of chicken bones, and some with their 'ditto' full of duff) and made our way on deck as fast as possible, where every body was running about, and nobody knew where they were going; we cleared away a lee boat as soon as possible, and picked the man up, who happened to be a good swimmer; if he had not been, he stood a good chance to lose the number of his mess.

Thursday, the 2d [October 1856]

... At 9 AM, we commenced to paint the ship outside, but it [being] too rough we had to give it up as a bad job... The old Man served out Tobacco this afternoon, which he says must stand in lieu of money in the next port; which is to be Strong's [Kosrae] Island, soon.

Lat. 1°35' N. Long. 164°50' E.

...

Saturday, the 4th

... We painted one side of the ship today, and made a beginning on the other, to be finished when we get an opportunity. Our course today has been NW, for Strong's Island. Lat. 4°32' N, Long. 164°05 [E.] PM, killed two hogs. Plenty of Porpoises in sight.

Ship Zone at Strong's [Kosrae] Island.

Sunday, October the 5th 1856

Fine weather today and moderate breezes from ESE. At 2 AM, saw the Island bearing SW 11 miles distant. Lay off and on until daylight, when we squared away for the weather harbor. At 11 AM, came to anchor in a fleet of about twenty-five sail, all Whalers, among which were the **Atlantic, E. Corning, Monticello, Isaac Howland, Two Brothers, Othello** and others too numerous to mention. Later part of the day we spent in gamming.

Monday, the 6th

We have had fine weather today and very warm, which prevents it from being as fine as it might be. We painted one side of the ship today, and got 150 bbls of water. Nothing more!

Tuesday, the 7th

Fine weather, and moderate winds from the Eastward. The larboard watch had liberty today, while the Starboard watch got a raft of water and stowed it below.

Strong's Island is a very miserable place for a Whaler to come to, there is nothing to be procured here for love or money, except wood & water; the former it is very difficult to get just at this present time, on account of the King's death, which happened about a week ago. The natives have done nothing since, but smoke; They are getting rather better within a couple of days however, as one or two ships has got them started to cut a dozen sticks a day! Fresh provisions are so scarce that wherever a pig is heard to squeal, there is always a large company to dinner!

Wednesday, the 8th

The weather is fine today, with just wind enough to keep it comfortable. A watch ashore today. Mr. Robinson went into the woods gunning today, and shot 5 Pigeons, brought them aboard, cleaned them, hung them up all ready to make a pie of, and when he went to get them to cook they were gone, carried off by some of his friends(?) to save him the trouble of cooking them!

Thursday, the 9th

Fine weather part of this day, and rainy the rest. We have done nothing today but eat fresh pork. fine times that.

Friday, the 10th

We have had it rainy all this day, and no wind of any consequence. This morning the **Minerva** and **Mayflower** got out and went to sea; the **Potomac** undertook to get out, but was obliged to come to again, on account of a shift of wind.

Saturday, October the 11th, 56.

The first and latter parts rainy, Middle fine. The old Man has had a large company to dinner today, consisting of four Ladies,—Captain Chace's, of the **Emily Morgan**, Captain Baker's, of the **Monticello**, Mr. Allen's of ditto and Captain Beckerman's of the **Othello**; besides about fifteen Captains and some Mates. It passed off first-rate. We made a commencement at getting wood today, which we must do ourselves, as the natives are nearly all sick!

Sunday the 12th

Fine weather, the first and middle part of this day, latter part rainy. Sld [i.e. sailed] Ships **Potomac** and **Othello**. Captain Chace's wife was safely delivered of a fine Girl last evening!

Monday, the 13th.

Fair weather all this day,—when it was not raining.—We got a small raft of water today, which is all we expect to get in this place; consequently, we are ready for sea.

Tuesday, the 14th.

Rainy, the most of this day, and moderate breezes. PM, a Bark in sight of the harbor, unknown.

Wednesday, the 15th.

We have had some fine weather and some rain today, a little more fine weather than rain! We cut and Boated two Boat-loads of wood this forenoon, which is doing very well for this place.

Thursday the 16th.

We have had Strong's Island weather all this day,—some rain and some good weather. Sailed Ship **Two Brothers**, and Barks **Joseph Butler**, **Winslow**, and **Awasnoks**. We got one Boat-load of wood. Two men deserted!

Friday, the 17th.

Pleasant weather the most part of this day, and a head wind to get out, which is rather disagreeable, as we are all ready to go. A dinner today on board of the **Young Hero**.

Saturday, the 18th.

Rainy all this day and no chance to get to sea. Dinner today on board the **Zone**.

Sunday, the 19th.

Fine weather today but no chance to get out. The old Man went to Church this afternoon, which is a very good sign for the future.

Monday, October the 20th 1856.

We have had fine weather today, and a light breeze, blowing right in through the passage. The ships **Norman** and **Monticello** and Bark **E. Corning** got out before the breeze struck in. Each Ship or Bark is obliged to await their turn before they can get the Pilot, or Boats to two them out; which is the reason we did not go!

Tuesday, the 21st

Fine weather today but no chance to get out. The 2d Officer of the **Ocean Rover** of Nantucket, died this afternoon, of Consumption.

Wednesday, the 22nd.

We have had some sunshine and plenty of rain today, but no chance to go to sea. At 4 PM, Mr. King, was buried on Strong's Island, the funeral service was performed by the Rev. Mr. Snow, who is a Missionary, here.

Thursday, the 23d.

A great deal of rain and "frequent showers" today, but no chance for the Zone to bid adieu to Strong's Island, which is rather provoking!

Friday, the 24th.

Fine weather today but no chance to leave. We found our two deserters today, stowed away on board the **Ocean Rover**! Brought them on board and put them in irons, to keep them out of bad company! Got on board 700 Coconuts this afternoon.

Saturday, the 25th.

Fair weather today, and a strong breeze blowing into the harbor, which prevents us from getting out.

Sunday, the 26th.

The weather continues fine without giving us a chance to get away from this place. The Captain went to Church this afternoon!

Monday, the 27th.

We have had plenty of rain today, without a chance to get out. The old Man went off trading , and got 7 Pumpkins.

Tuesday, the 28th.

Heavy squalls of wind and rain all this day, which prevents us from getting out yet a while!

Wednesday, the 29th.

More rain today and very little fine weather, and no more prospects of getting to sea, than there were yesterday.

Thursday, the 30th.

Fine weather today, and the chances to get out, the same as yesterday.

Friday, October the 31st. 56.

The first and middle parts of this day we had light wind and fine weather, the latter part plenty rain, but no chance to get out. The old Man has a sore hand and confined to the ship.

Saturday, the 1st of November

Fine weather today but no opportunity to get out.

Sunday 2d.

Fine weather all this day and strong breezes blowing right in through the passage.

Monday, the 3d.

A little fine weather today, and a good deal of rain. We unbent our Fore Topsail today, repaired and bent it again.

Tuesday, the 4th.

Fresh breezes all this day, but from the wrong quarter to allow us to leave Strong's Island.

Wednesday, the 5th.

The first part of this day, we had fresh breezes and plenty of rain; the latter part fine weather and calm. The **Isaac Howland** dragged her anchors this morning, and got on the reef, but got of again without any material damage.

Thursday, the 6th.

Fine weather today but no chance to get to sea.

Friday, the 7th.

A great deal of rain today, and a little fine weather, but no possibility of getting to sea. We got a raft of water and repaired our Main Top Gallant Sail today.

Saturday, the 8th.

Fine weather today, and not much wind but a heavy swell heaving in through the passage.

Sunday, the 9th.

Fine weather again today, but a strong breeze blowing in through the passage.

Monday, the 10th.

Same as yesterday. Arrived Bark **Harvest**, Winslow of New Bedford, 24 mos. out, 650 bbls Sp.

Tuesday, the 11th.

Fine weather all this day, with a strong breeze blowing.

Wednesday, the 12th.

The same, continued.

Thursday, November, the 13th 1856.

It has rained like blazes all this day, but no wind. Sailed the Ships **Young Hero** of Nantucket, **Emily Morgan** of New Bedford and Bark **Virginia** of Ditto.

Friday, the 14th.

Fine weather today but no chance to get to sea. At 4 PM, the **Virginia** in sight off the passage, and the Captain of her on board of the **Isaac Howland**.

Saturday, the 15th.

The weather continues fine, and the E. winds continues to blow strng, which prevents us from getting to sea. The **Emily Morgan**, **Young Hero** and **Virginia** lying off & on.

Sunday, the 16th.

Fair weather today, but no chance to get out. The E.M.[.] Y.H. and V. in sight.

Monday, the 17th.

The first part of this day we had plenty rain, and no wind. At daylight, we commenced to tow out of the harbor, and at Sundown there was not a ship in there. The names of those that were towed out, were as follows, Bark **Harvest** and S. **Isaac Howland** of N. B., Barks **Winthrop** and **Zone** of Fairhaven, and Ships **Ocean Rover**, and **Atlantic**, and Bark **Apphia Maria** of Nantucket. The latter part of the day we had fine weather, and light winds.

Tuesday, the 18th.

We have had it squally all this day, from the N.E. The **Virginia** and **Atlantic** in sight all day; at night they ran down to us and had a gam. Strong's Island in sight all day.

...

Thursday, the 27th.

... Repairing Main-Topsail and cleaning the Fresh-water Butts, in one of which we found a dead rat!—a good remedy for a weak Stomach.

...

Saturday, the 29th.

... Our course today is South, for New Zealand.

...

Wednesday, the 3rd [December 1856]

We have had fine weather all this day, and light variable winds. At 1 AM, we saw a light off our lee bow, which proved to be Yoleang Island,—one of Duff's Group,—which, together with the Island of Santa Cruz,—one of the same,—was in sight at daylight, bearing ENE, dist. 45 miles. These Islands have been in sight all day.

...

[In early 1857, the ship was whaling off the Kermadec Islands, Goat Island, Sunday Island, and the Vazquez Ground. She visited Tahiti, before returning to the Line.]

...

Sunday, the 13th [September 1857]

Fine weather and light winds all this day. At 8 AM, we saw Byron's [Nukunau] Island bearing NW 20 miles, and kept off for it. At 2 PM, the Canoes began to come off, and in a short time we had a hundred alongside averaging four natives each[,] men & women! All their trade was hats.

Lat. 1°20' S. Long. 176°22' E.

Monday, September the 14th, 57.

Fine weather and fresh breezes from ESE. Byron's, & Peroat [Beru] Islands in sight. Two Canoes visited us this Afternoon, from Byron's.

Tuesday, the 15th.

Fine weather today & fresh breezes. At 8 AM, steering NW we raised Sperm Whales going to windward quick: we lowered for them as soon as possible, and by 12 o'clock we had struck five, and saved one out of the lot! the Irons drew from three, and a Whale bit one line off. At 2 PM, we got the "only one left" alongside, and by 3 PM we had him in, and pretty near stowed away in casks.

...

Thursday, the 17th.

... At 3 PM, we saw Drummond's [Tabiteuea] Island bearing SW.

Lat. 50' S. Long. 175°15' E.

...

Saturday, the 19th.

... PM Simpson's Island in sight off lee-Beam.

...

Friday, the 2d [October 1857]

... At 4 PM, we saw Hope [Arorae] Island bearing NW 20 miles...
Lat. 3°02' Long. 177°03'

...

Monday, the 5th.

Fine weather and light winds from ENE. At daylight Peroat Island bore NNW 5 miles, the ship heading NW by-the-wind. We have had a 3 knot current since yesterday PM, sweeping us to the NE. The natives came aboard with a few Hats Mats & Coconuts. At 10 AM we left the Island, & stood to the North.

Lat. 58' S. Long. 176°19' E.

Tuesday, the 6th.

... At 8 AM the old Man went aboard the **Edward Carey** who has been in sight since 12 o'clock last night. Gammed all day. The E.C. has taken 40 bbls since we saw her on New Zealand!

Lat 05' S. Long. 175°54'45" E. AM painted one side of the ship's top-work.

...

Saturday, the 10th.

... At 6-1/2 AM, Henderville's [Aranuka] Island bearing W. 10 miles, & Simpson's bearing NW. 14 miles...

Sunday, October the 11th, 1857.

... Henderville's, Simpson's, & Woodle's [Kuria] Islands all in sight, and a strong current drifting us towards the Westward...

Monday, the 12th.

... At 12 M. Hall's [Maiana] Island bore NE. 6 miles...

...

Wednesday, the 14th.

... 5 PM, Hall's Isld bore NNE. 4 miles. At same time we tacked to WSW.
Lat. 37' N. Long. 173°01' E.

...

Sunday, the 18th.

Fine weather and moderate breezes from ESE. At daylight we saw Ocean's [Bana-ba] high Island bearing NW. 25 miles, and kept off for it. 10-1/2 AM, we hauled aback, and the old Man went ashore, where he remained until 5 PM, when he returned with about 250 Fowls, some Coconuts and a few Pumpkins. No natives allowed on board, on account of a Taboo imposed by the King.

Lat. 41' S. Long 169°38' E.

...

Saturday, the 24th.

... At 3 PM, Pleasant [Nauru] Island bore NW by W 3/4 W. 91 [sic] miles.

Sunday, the 25th.

... At 3 PM, saw a sail off the weather bow, and shortly after Pleasant Island bearing S by E. 25 miles, the ship heading to the S by W. by the wind.

Lat. 7' N. Long 167°13' E.

...

Tuesday, the 27th.

... At 10 AM, spoke the **E. Corning**, cutting in three Whales, which she caught yesterday in sight of us, without our seeing a spout! The E.C. hail 600 sp.

Lat. 22' S. Long. 166°33' E.

...

Sunday, the 8th [November 1857]

Squally all this day from the WNW. At daylight Pleasant Island bore SW. 10 miles: we kept off for it, and at 7 o'clock we hauled aback off the E side, when the natives came off bringing Cocoanuts, Hogs, and other curiosities. At 4 PM, we left the Island, and steered E by S.

Monday, the 9th.

... At 4 PM, we saw Ocean Island bearing E. 20 miles. At Sunset, luffed by the wind, on the Port tack.

Tuesday, the 10th.

... Ocean Island in sight all day, bearing from NE. to North, from 12 to 20 miles off.

...

Sunday, the 15th.

4 PM, fine weather and fresh breezes from E. to S. Steering by the wind on the port tack. A Sail in sight off the lee bow on the opposite tack, unknown.

Lat. 1°10' S. Long. 170°11' E.

6 PM, we have just put letters aboard of the Brig **Speck**, Sprout, 52 days from Shanghai, bound to New Caledonia. The S. wears the French Protectorate Flag. After we parted, we had a heavy squall from SW. and tacked to ESE.

...

Tuesday, the 17th.

... We have got a thousand barrels of Oil now, and "Scrimshonting" has commenced! Where will it end?!

Lat. 8°00 S. Long. 170°22' E.

...

[To New Zealand, then round Cape Horn and home.]

Note 1856M

The bark Messenger Bird, Captain Homer

Source: Charles Wolcott Brooks. Japanese Wrecks, Stranded and Picked Up Adrift in the North Pacific Ocean (San Francisco, Academy of Sciences, 1876).

Report of a disabled Japanese junk at Guam

...
In 1856, the American bark **Messenger Bird**, Captain Homer, reported a disabled junk at Guam, Ladrone [sic] Islands.
1

1 Ed. notes: There is no other report about this bark having been at Guam, which is doubtful, because the Chinese, rather Japanese, junk in question was seen by whaling ships to the east of the Bonins, not Marianas. One whaler reported using some of her planks for firewood.

Document 1856N

Log of the ship **Washington**, Captain **Holley**

Sources: Log kept in the New Bedford Free Public Library; PMB 369, 370?; Log Inv. 4841.

Note on the log-keepers: At first, the log was kept by the 1st Mate Charles E. Smith (until Nov. 1854; then by 1st Mate Wm. F. Donalson (until Nov. 1855); then by 1st Mate, perhaps David Woods (until Nov. 1856); then by 1st(?) Mate Caleb P. Mosher (for the homeward journey.)

Extracts from the log of the Ship **Washington** of New Bedford, Capta. **Richard Holley**

...
[After one season in the Arctic, the ship visited Hawaii, then Tahiti, then back up to Hawaii, then a second season in the Arctic, Hawaii again, then to the Line.]

...
Wednesday December 26 [1855]

... At 12 M.D. [midday], spoke Ship **Otpe(?)** of Hâvre [France] bound to Canton...
Lat. 48 miles North. [Long. 167° W]

...
Thursday January 3 [1856]

... Employed in tarring down. Saw New Nantucket [Baker] bearing SSW distance 10 miles... Lat. 00°17' N. Long. [blank]

...
Monday January 7

... Sooke Ship **Othello** of New Bedford, 1400 sperm... Lat. 1°04' S. Long. 178°20'
[W]

...
Wednesday January 16

... Spoke Ship **St. George**, New Bedford...

Thursday January 17

... Spoke Ship **St. George & Joseph Meigs**... Lat. 2°00 S. Long. 178°21' E.

...
Sunday February 3

... At daylight, saw Strong's [Kosrae] Island WNW 5 miles distance. At 8 a.m., went on shore. At 11, returned with a load of pumpkins & coconuts & bore away steering

clear of the islands.

Monday February 4

... At 9 a.m., saw McAskill [Pingelap] Island.. Lat. 6°21' N. Long. 160°25' E.

Tuesday February 5

... At daylight, saw Wellington's [Mokil] Island. At 7 a.m., went on shore. At 10, returned...

Wednesday February 6

... At 8 a.m., saw the Island of Ascension [Pohnpei] ahead...

Thursday February 7

... Running down the Island of Ascension. At 2 p.m., we took a pilot, bent the chains & at 4 came to anchor in 8 fathoms of water [in] Middle Harbor.

Friday February 8

This day pleasant weather. All hands employed in wooding & water. The Capt. went gunning & by the accidental discharge of his gun, shot a native. His brother, & only friend apparently, wants a musket to pay for his brother's life, which was given & that settled all further difficulty...

Saturday February 9

All hands employed in getting wood & water on board.

Sunday February 16

All hands ashore on liberty.

Monday February 11

Pleasant weather. All hands being employed.

Tuesday February 12

Rainy weather. Nothing doing of note.

Wednesday February 13

Pleasant weather. All hands after wood & water. The Cooper very sick, bleeding from the lungs.

Thursday February 14

Pleasant weather. Employed in cleaning the iron work & painting & getting wood. The Cooper sick. We received a visit from the Missionary [Dr. Gulick] & his Lady. The Cooper went home with them.

...

Saturday February 16

... The Cooper returned from the Missionaries some better.

Sunday February 17

This day all ready for sea, but wind ahead. All hands ashore.

...

Tuesday February 19

Wind ahead. We cannot get out of the harbor.

Wednesday February 20

... At 7 a.m., took our anchor & went to sea.

...

Wednesday February 27

This day comes in with strong trades. Running down the Island of Guam. At 5 p.m., luffed to off the harbor & shortened sails. Latter part, strong gales. At 7 a.m., took a pilot. At 9, came to anchor in Guam Harbor. Best bower 70 fathoms of chain, 20 fathoms of water. So ends, the Cooper yet sick.

Thursday February 28

.... Capt uptown...

Friday March 1

This day strong NE trades with rain. One watch on liberty.

Saturday March 2

... The watch returned from liberty.

Sunday March 3

... The watch went on shore for liberty. Received a few barrels of sweet potatoes.

Monday March 4

... The watch returned from liberty...

Tuesday March 5

... The boats went around the bay to buy potatoes. Latter, returned with 15 barrels; very scarce and hard to be had.

Wednesday March 6

... Took on board some potatoes. Employed in painting the boats. Discharged Warren Burrows, Cooper, sick, not able to proceed on the cruise. Shipped one of the sailors, Benjamin Potter, over for cooper. Shipped one man from shore.

...

Saturday March 9

... Received 11 barrels Irish potatoes from Ship **Nimrod**. At 12, the pilot came on board & we took our anchor & went to sea...

...

Monday March 11

... Spoke Ship **Adeline Gibbs**...

...

Wednesday March 13

... Steering to the North in company with Ship **Adeline Gibbs**...

...

[After stopping at the Bonins, they continued northward and ran into a typhoon, in early April 1856. Then they went to the Arctic, back south to Maui (Nov. 1856) where the log-keeper was changed, and a crew of 25 men was on board when the ship headed home.]

Document 18560

The Montreal of New Bedford, Captain Gray

Sources: Log kept in the New Bedford Free Public Library; PMB 851; Log Inv. 3372.

Note: Although she was reported in Micronesian waters in 1855 and 1857 as well, the extract below covers only 1856.

Extract from the log of the Montreal, Capt. Slumon L. Gray

...
Tuesday Feb. 26th [1856]
... At 10 a.m., spoke the Ship **Henry Kneeland** and gammed... Lat. 3°00' [S]. Long.
[blank]

Wednesday Feb 27th
... Ship steering WNW... At 8 a.m., raised Hope [Arorae] Island distance 10 miles...
Lat. 2°36' [S].

Thursday Feb 28th
... At 5 a.m., sighted Rotch's [Tamana] Island bearing NW by N distance 8 miles...
Lat. 2°21' [S].

...
Wednesday March 6th
... Watch employed in picking over potatoes and putting them in the rum... Lat. 5°00
[N].

...
Wednesday March 12th
... At 10 a.m., made the Island of Guam. Latter part, beating up for Umata. At 12
p.m., came to anchor in 10 fathoms of water and [blank].

Thursday March 13th
... Ship laying at anchor at Umata Bay. All hands employed in getting off water...

Friday March 14th
... Larboard Watch on shore to take a run. Sold a top mast to the Ship **Franklin**...

Saturday March 15th

... Starboard Watch on shore...

Sunday March 16th

... At 7 p.m., took the anchor and steered NE with all sail set...

Monday March 17th

... At 2 a.m., saw ship steering to the Southward. Middle part, sighted the island or rocks. Latter part, light breeze... Lat. 14°53' [N].

Tuesday March 18th

... Ship steering NNE. The Island of Sipan [Saipan] in sight distance 15 miles... Lat. 17°40' [N].

Wednesday March 19th

... Ship steering NE by N. 2 islands in sight... Lat. 17°30' [N].

Thursday March 20th

... Ship steering N by E. 2 islands in sight distance 10 miles... Middle part, made the Island of Pagan. Latter part, steering in for the land. At 10 p.m., lowered 4 boats and went in shore. The starboard got stove in the breakers. Ship standing off and on with the Capt.; on shore, too rugged to get off. The other boats came on board... Lat. 18°06' [N].

Friday March 21st

... Standing in for the land. At 9 p.m., lowered a boat and went on shore and towed off the starboard [blank]. At 12 p.m., the Capt. came on board...

Saturday March 22nd

... Ship steering NNW for Grigan [Agrigan]. Middle part, saw the island distance 10 miles. Latter part, laying off and on. Sent 4 boats on shore to get hogs. Took on board 2100 [lbs?] 24 bbls of pork. One man deserted the ship.¹

Sunday March 23rd

... Ship laying off and on for runaways. Mate on shore. Caught one man and put him in irons. Latter part, the cabin boy deserted the ship...

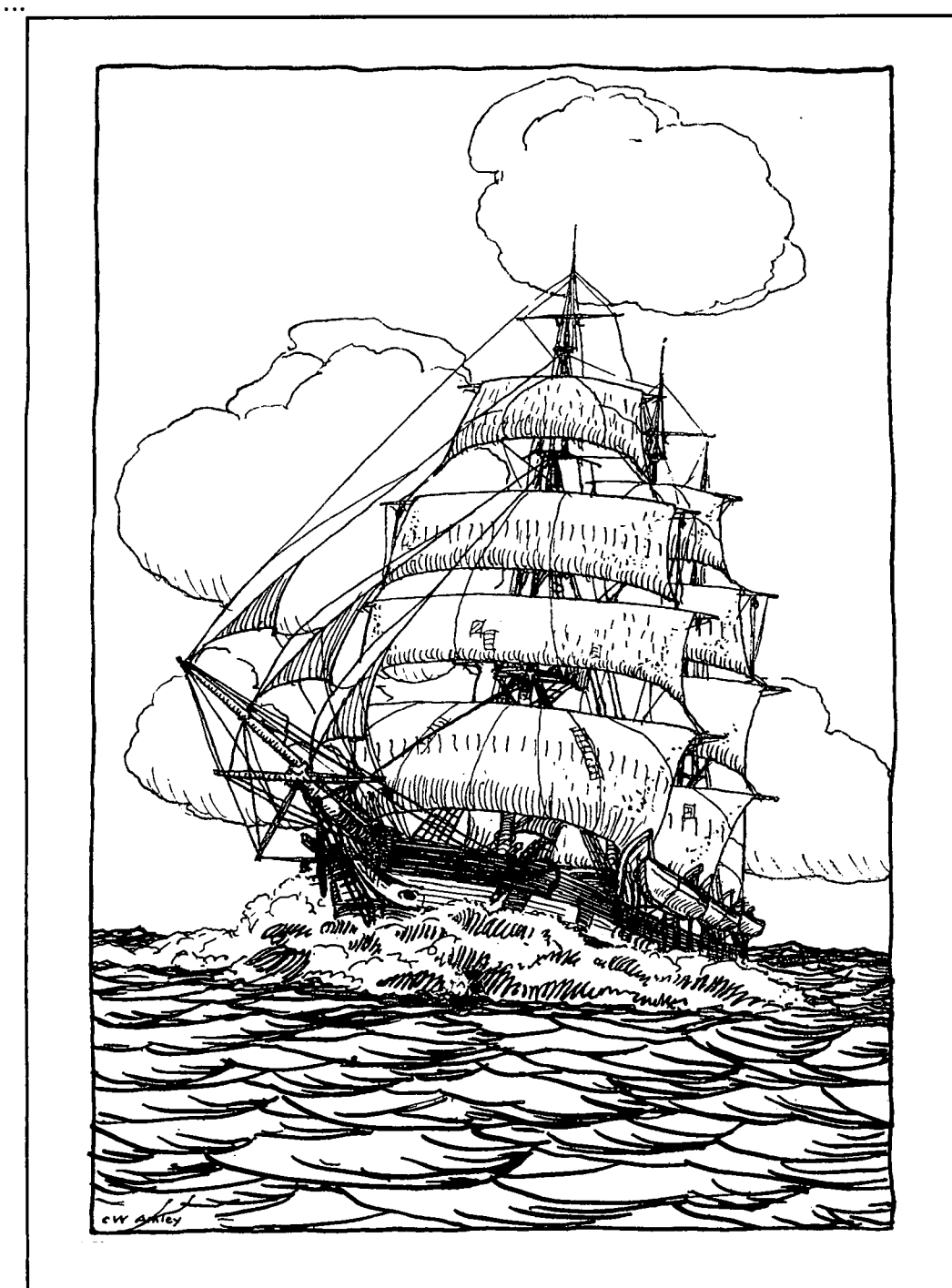
Monday March 24th

... Sent 2 boats on shore for hogs. Brought on board 1300 [lbs?] 24 bbls of pork...

1 Ed. note: This man, one of two negroes from the Cape Verde Islands, was soon arrested by Governor de la Corte (see Doc. 1856G).

Tuesday March 25th

... Ship laying off and on with the mate on shoe looking for runaways. Middle part, came on board and steered off NW in company with the Ship **Phoenix** of New London...



The bark California making a passage.

Document 1856P

The ship California, Captain Manchester

Sources: Logbook in the New Bedford Free Public Library; PMB 313; Log Inv. 739.

Extract from the logbook of the ship California of New Bedford, Captain W. P. Manchester, kept by First Mate, Mr. Pages

...

Thursday March 6th 1856

... Carrying all sail in company with the **Fabius**... Lat. 54 miles S. Long. 165°54' E.

...

1856 March 8th, Note. At 10 a.m., Mr. Pages, first officer, took his room by mutual consent of both parties, for negligence of his duty & unbecoming language to the Captain...¹

...

Thursday March 20th 1856

... At 6 p.m., saw the land, the Island of Guam, bearing NW per compass distance 25 miles... At 9 a.m., got off the town. The Captain and boat crew went on shore. 3 ships laying off and on...

Friday March 21st 1856

... At sundown, the boat came on board. The Capt. stayed on shore. Stood off by the wind heading N by E with the topsails... At 7 a.m., sent the boat ashore. Ship standing off and on. Capta. and boat crew on shore.

Saturday March 22nd 1856

... At sundown, the boat came on board. The Captain stayed on shore... At 10 a.m., the Captain and Harbor Master came on board. Made all sail and steered for the watering [place]...

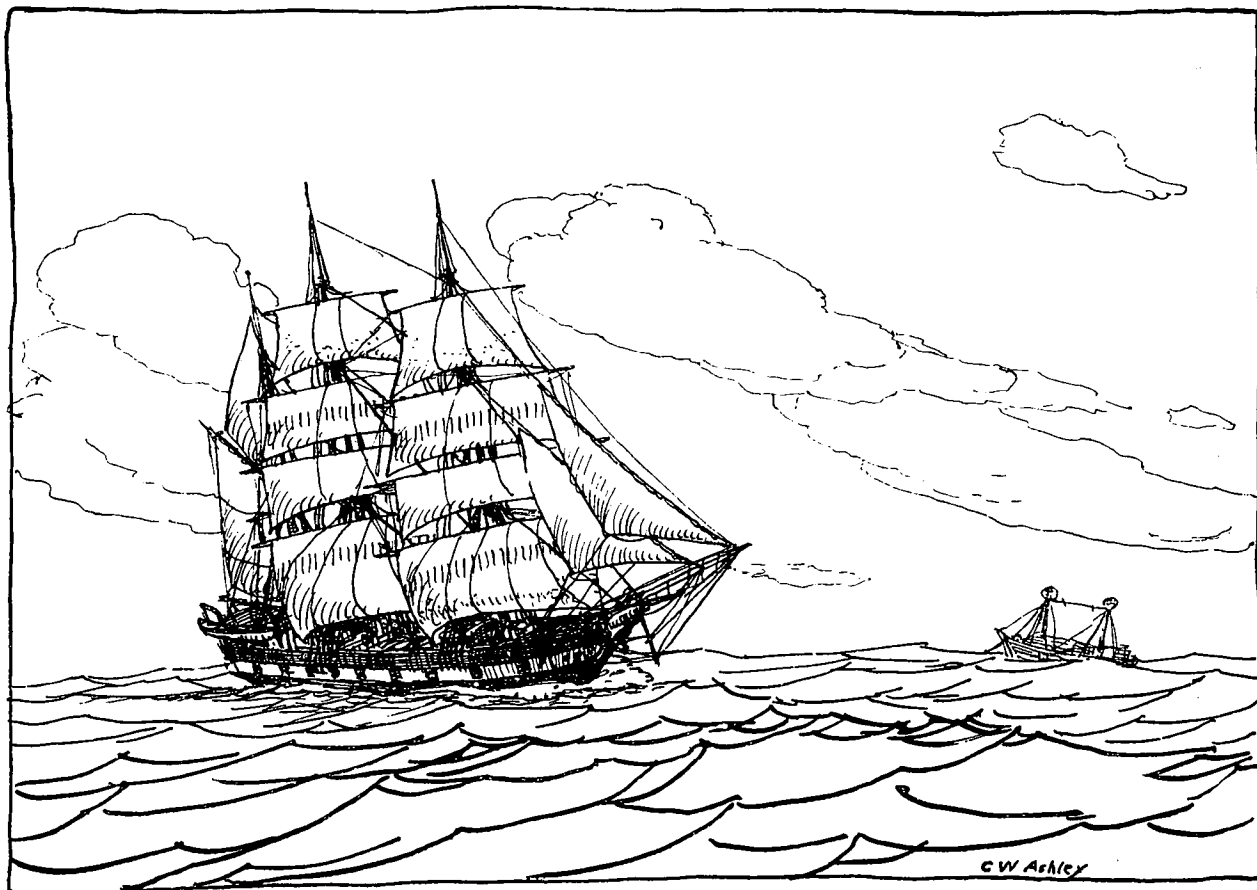
¹ Ed. note: However, the 1st mate was again keeping the log as of March 12.

Sunday March 23rd 1856

... Ship laying off the watering place. Got 11 casks of water. AT dark, made all sail and steered N by W1/2W in company with the **Fabius**...

...

[To Okinawa, then up for another season in the Arctic.]



The bark California off Hen and Chickens Lightship.

Document 1856Q

The ship South Boston, Captain Peets

Sources: Logbook n^o 452 in the New Bedford Whaling Museum; PMB 273; Log Inv. 4396.

Note: Captain Peets was to be demoted to First Mate for the 1858 whaling season, when he was replaced by Captain Edward F. Randolph.

Extract from this logbook of the ship South Boston of Fairhaven, under Captain Peets

...

Friday Jan. the 18th 1856

... Came up to Byron's [Nukunau] Island and got coconuts. Middle part, laying off and on. Latter part, Waist Boat went ashore after grass for the goats.

...

Monday Jan the 21st 1856

... Saw land, Drummond's [Tabiteuea] Island. Five canoes came alongside the Ship with fish...

...

Friday February the 1st 1856

... Saw Wellington's [Mokil] Island. The Captain on shore.

Saturday Feb the 2nd 1856

... Ship laying off and on at Wellington's Island. The Captain ashore and he sent off 5 turtles and 500 coconuts...

Sunday Feb the 3rd 1856

... Laying off and on ... Got 4 hogs... Latter part, laying off and on.

Monday Feb the 4th 1856

... Ship laying off and on and no hopes of getting away as yet...

...

[The log was left blank while the ship was at Pohnpei. No doubt the log-keeper was ashore.]

...

Wednesday Feb the 27th 1856

... We left Ascention steering SW...

...

[The Marianas were bypassed. The Bonin Islands were seen on March 7th. After another season in the Arctic, she returned on a circuit through Micronesia. Daily entries in the log for 1857 contain only the state of the weather and no positions are recorded. On Monday March the 2nd 1857, they "saw the Island of Grigan and sent a boat ashore." The next day, they "got 17 hogs." ON the 4th, they were "laying off and on at the Island of Gregan getting hogs, coconuts."

...

Editor's note.

Captain Peets was something of a poet. In the log, between the entries for May 26 and 27, 1857, he inserted some of his work: they are "6 acrostics", one of which is reproduced below. Note that the first letters of each line form his name.]

Poem by Captain William Peets.

With lightsome heart I first did sail
 In a stout old ship to cruise for whale
 Longed the ocean wide to view
 Longed to be where these monsters blow.
 In a short time we gained the spot
 All on the ground where these whales are caught.
 My wish I gained without delay

Plenty of whales we found each day
 Each day I loved my bold career
 Each day I longed a boat to steer
 To handle harpoon, lance and gun
 So my ambitious thoughts did run.

Document 1856R

The ship Marengo, Captain Skinner

Sources: Log #1855M in the Peabody Museum, Salem; PMB 219; Log Inv. 3008.

Extract from the log, supposedly kept by anonymous first mate

...

Monday 10th [March 1856]

... At 1 a.m., saw breakers ahead, wore ship and stood to the south. Wore ship at 4 a.m. and stood in for the land, the name of the chart of the Island [is] Barens [Byron = Nukunau] Island. Found we could not fetch by and kept the shp off WSWest. All hands employed in coopering meat and bread. Lat. by obs. 1°48' [S]. Long. by Chron. 179°05 [E].

Tuesday 11th

... The ship steering W by N. A.M., saw [blank] Island [Marakei?] bearing SE by E from us. Latter part, light wind and pleasant. All hands employed in breaking out meat and coopering it. So ends. Lat. by obs. 2°45' [N]. Long. by Chron. 173°51' [E].

...

Tuesday 25th [March 1856]

... At 6 a.m., saw the Island of Rota bearing W by N 30 miles. Ran for it 'til 9 and hauled aback and lie till morning. Latter part, lie off and on at Rota. Boat on shore but could get nothing. Came on board and kept off for Guam. So ends.

Wednesday 26th

These 24 hours begins with light winds from NE. The ship laying off and on at Guam but could get nothing. Latter part, the Capt. came on board and kept off NW for Japan Sea. So ends these 24 hours.

Thursday 27th

... The ship steering NW. Latter part, light winds from NE. The ship steering NW by W. Spoke the Bark **Gratitude** of New Bedford with 500 bbls last season. So ends.

Friday 28th [March] 1856

... The same 2 sails in sight... Lat. by obs. 15°55' North. Long. by Chron. 139(?) 15' East.

...

Sunday 30th

... Spoke the Ship **John Howland** of New Bedford, 15 months out with 500 bbls...

...

[On the Oshotsk Sea, then Hawaii, and back to the Marianas directly.]

...

Sunday Feb 15, 1857

... At 7 a.m., saw the island of Saipan bearing W by S 20 miles distant. At 11 a.m., stood in near the land. Saw humpbacks. Lowered and chased without success. One ship in sight. So ends this day.

Monday Feb 16th

... Saw several humpbacks blowing fresh. Did not lower. At 3 p.m., spoke Ship **Charles Phelps**, clean. Middle part, good breezes, standing off and on. Latter part, good breezes and fine weather. At 9 a.m., came to anchor in 16 fathoms water. The Captain went on shore to trade. **Charles Phelps** and **Ontario** at anchor. So ends this day.

Tuesday Feb 17th

... Two boats in shore. Lowered and chased humpbacks without success. Middle and latter part, moderate breezes. Saw humpbacks, lowered and chased without success. So ends this day.

Wednesday Feb 18th

Commences with moderate breezes and fine weather. Took on board several hogs, some bananas and sweet potatoes. At 3 p.m., lowered for humpbacks without success. Middle part, moderate breezes and fine weather. At daylight, lowered. At 5 a.m., came on board. Took out one of the try pots, it being broke and set another one. So ends this day.

Thursday Feb 19th 1857

... Bark **Vernon** in to anchor...

Friday Feb 20th

] ... At 3 p.m., took the anchor and stood over to Tinian. Middle part, moderate breezes, lying off and on. Later part, squally, rainy weather. At 10 a.m., kept off for Guam. So ends this day.

Saturday Feb 21st

... At sundown saw the Island of Guam. At 8 p.m., came to the wind with the M.T.[main top] sail aback. Middle part, squally. Latter part, fresh breezes with rain squalls. At 11 a.m., came to anchor in Umatac Bay in 11 fathoms water. One ship at anchor. So ends.

Sunday Feb 22nd

... Employed getting off water...

Monday Feb 23rd

... At 7 a.m., took the anchor, steered off NW, unbent the chains and stowed the anchors...

tTuesday Feb 25th

... Employed paining boats. Nothing in sight...

...

[Back to the Japan Sea, Oshotsk sea, Hawaii, California, Hawaii, and North for a 3rd season.]

Document 1856S

The bark General Scott, Captain Clough

Sources: Log kept in the New Bedford Free Public Library; PMB 327; Log Inv. 1880.

Extract from the logbook of the bark General Scott, of Fairhaven, Captain Benjamin Clough

...
[Through the Indian Ocean, up to the North Pacific passing west of the Marianas straight to the Bonin Islands where they recruited at Peel and at Sough Islands, and on to the higher latitudes for a first whaling season. Reached Maui in November 1856. One month later, she was whaling on the Line.]

...
Wednesday Dec. 16 [1856]

... AT 11 a.m., made the Pleasant [Nauru] Island off the lee beam dist. 3 miles. At 7, the natives came on board trading. At 2 p.m., kept off W... Lat. by obs. 00°29' S., Long. by Chr. 166°28' W [rather E].

...
[Towards Melanesia. In early March 1857, she moved North of the Line towards the Carolines.]

...
Wednesday March 17 [1857]

This day strong wind from NE. Steering NW. At 3 p.m., made the McKenzie [Uli-thi] Group dist. 20 miles South. 6 p.m., off W by N... Lat. by obs. 90°21' N. Long. by chr. 140°00' W [sic].

Thursday March 18

... At 7 a.m., made the land, the island of Yap. At 3 p.m., got our anchor off the bow and Capt. went to shore. At 4 p.m., came on board and kept NW. So ends the long day. Lat. by obs. 10°01 [N]. Long. by chro. 138°30'.

...
[On to the Japan Sea to begin another season. Back in Maui in nNovember 1857, then to the Line once more, cutting it at about Longitude 160° East, then to the South Pacific, and home.]

Document 1856T

Depredations caused by whalers at Kosrae; The account of Rev. Snow

Source: Article in The Friend, Honolulu, July 1857.

Letter from Rev. Snow, dated Kosrae 16 October 1856

Strong's Island, Oct. 16th, 1856.

Rev. S. C. Damon—Dear Brother:

I have a few items for the *Friend*; if you think them worth publishing, they are at your service.

During the second week of this month we had **twenty ships in our harbor**, all sperm-whalers. The first three came in on the 8th and 9th of September—the last four came in the 5th of October. Such a fleet makes our harbor look quite like a port of entry.

As I have cruised about the beach, and paddled around the harbor, I have frequently remarked upon the well-behaved and orderly deportment of the sailors; but, by the yelling and hooting we heard some nights, when a little liquor had been obtained from ships, I was led to suspect we should see a different state of things, had there been a few grog-shops on the beach. But some men will run away. Our rugged mountains and deep glens look inviting to them. They say they are badly used. I have known men to run away, who said they were well used. Some have been trying it from these ships. One boat left the other night, with some dozen in it. I fear they will find a watery grave. Strong's Island is a bad place for runaways. They can't stay run! Quite a number left one ship; some got sick of it, and came back; others had to be hunted up, and, showing fight, one of them got badly mauled by the natives—a rib or two broken, and his life endangered. His fellow-sailors thought they must be revenged on such an act of cruelty, so severe threats were made upon the authorities and the inhabitants, in case one or two of those natives were not given up to be maimed or murdered. Two houses were burnt; and but for the prompt and decisive action on the part of the Captains of the different ships, in getting their men on board before dark, there had been probably, much sadder results to be recorded; it is not improbable there would have been some loss of life. We were surprised to hear from some sources the advice to let the natives take care of themselves, and settle the difficulty with the sailors with cold lead—and

the means were put in their hands to do it! What were a little handful of sickly natives against such a posse of excited and revengeful white men? Allowing the number of desperadoes to be but very small, they could excite, and lead on to atrocious deeds, men who would be shocked at their doings at the moment of cool reflection, when it would be too late to recall their acts, and the yard-arm swing might be the demand of justice for the foolhardy act!

I take great pleasure, in behalf of my people, and of our Mission, to make grateful mention of the noble and judicious course pursued by some of the Captains, for our protection and safety. Some said there was no need of it, for nothing could be done. But discretion is the better part of valor. Two houses in ashes, would be a sufficient index for most men to rally for defense. "Oh, it is only a Kanaka house, and poor at that!" But the same principle that burns the Kanaka house, would fire the white man's dwelling. In the latter case, a swing from the gallows would be the forfeit.

The more I see and learn of the depredations and outrages practised upon the poor defenseless natives, the less I wonder at their occasional cruelties to shipping and to whites. In nine cases out of ten, I venture to say it is revenge for previous wrongs done them, or it is self-defense. Any depredations may be made upon a poor Kanaka—his cocoanut trees robbed, his canoe stolen, his house plundered; and if he asks for redress, he gets a kick, a cuff, or a curse—not by every one, I am most happy to say, but by many—far, far too many of those who visit them. While if one of these poor fellows is caught stealing a shirt, or a knife, or a biscuit, the whole ship is down on him, and if he gets ashore, with his head on, and no bones broken, he may consider himself a lucky chap. Why this inequality of justice?

But the great death-blight with us underlies all this. When the first ship of this fall fleet came into the harbor, Mrs. Sow and I were making the tour of the island. Our first news from it was at daybreak the next morning, of men passing us in post-haste, by order of a chief, to get women to go on board ship! A few Sabbath evenings after that, as some natives took a sailor on board of a bark, they saw four native women on board of her. I would these were all; but we have too good evidence that it is far otherwise. I am thankful that I can say it is not so with all.

Is it to be wondered at that our people are gone and the race ruined? Rather is it a wonder that any are left! At the rate of diminishing for the last year, in less than ten years the sod will cover the last of the Kusaian race! Who cares? Who weeps for a lost race? Surely not the destroyers, except it be that there is no longer a work of death for them!

And with such facts, what shall we hope for in our efforts to elevate and save the native race in the Pacific? It is time the difficulties were laid open to the Christian world, and the true state of things looked at, face to face. There is "darkness upon the face of the deep." We need the "spirit of God to move upon the face of the waters." God says now, as he said at the beginning, "*Let there be Light!*"

Ever and truly your brother,

B. G. Snow.

Document 1856U

The barque Eliza Jane, Captain E. Woodin

Source: Journals of this voyage, in the Crowther Library, Tasmania, under C2400; cited in Nicholson's Log of Logs, vol. 1, page 165.

Notes: The Eliza Jane was a large barque of 564 tons; she had just brought 267 Chinese migrants to Australia, then went back by way of New Zealand, to Hong Kong and Shanghai. For previous voyages by Captain Woodin, see Doc. 1847I, 1851P, and 1853S.

Extract from this log

...
Barque Eliza Jane, Edward Woodin, Master, From New Zealand Towards China.

...
 [Some positions along her track:
 —9 May 1856: 0°40' S & 165° E.
 —10 May: 3°0' N & 165°10' E.
 —11 May: 4°13' N & 163°56' E.]

Monday 12th [May 1856]

3 p.m., moderate breeze, clear weather. 7:30, pumped ship, 15 inches in the well...
 6 a.m., sighted Qualan [Kosrae] Island bearing E by N dist. 10 miles. Weather moderate, made all sail and strong breeze. Lat. noon by obs. 5°56'14". Lat. by Acct. 5°58'10". Long. by Chron. 162°30'[E]. Course dist. run N17 Deg. West 111 miles. Variation 3/4 of a point easterly.

Tuesday 13th [May] 1856

P.M., moderate breeze, fine clear weather...9 p.m., Lat. by Meridian Altitude of the planet Mars 6°29' N...7 a.m., heavy squall attended with much rain. 8 a.m., fine clear weather, pumped ship, 18 inches in the well. Lat. at noon by obs. 6°56'43' [N]. Long. by chron. 160°10' [E]...

Wednesday 14th 1856

... 5 a.m., sighted Ascension [Pohnpei] Island bearing W by N1/2N dist. 20 miles. 5:30, made all necessary sail for the island. Weather moderate. Set royals. 11 a.m.,

hauled the courses up, backed the fore topsail. 11:30, canoes came alongside. P.M., made all possible sail. Lat. at noon by acct. $6^{\circ}45'43''$ [N]. L.ong. by acct. $158^{\circ}24'$ [E]. Course dist. run S78 deg. W, dist. 109 miles.

Thursday 15th 1856

... At 6 p.m., Ascension Island bore SE1/2S distance 10 leagues... Lat. by acct. $8^{\circ}44'43''$ [N]. Long. acct. $157^{\circ}10'$ [E]. Course distance run N 35 degrees west 134 miles.

[The track, continues:

—16 May: $9^{\circ}35'$ N & 156° E.

—17 May: $11^{\circ}54'$ N & $153^{\circ}54'$ E.

—18 May: $14^{\circ}29'$ N & $152^{\circ}29'$ E.

—19 May: $16^{\circ}55'$ N & $150^{\circ}56'$ E.

etc. The **Eliza Jane** went to Hong Kong. The log ends at Shanghai on 7 September 1856.]

Documents 1856V

Various ship reports for 1856

V1. Ship *Dover* compelled to put into Guam

Source: Article in the Daily Evening Traveler, Boston, May 30, 1856.

Disasters.

Brig *Dover*, at San Francisco, reports on the 29th day after leaving Maria [Tasmania], experienced a succession of heavy gales, during which lost rigging, sails, and drew several of her chain bolts out on each side, carried away bobstay and received other damage. Was compelled to put into Guam, Jan. 18, to repair damages, and sailed again March 1. Arrived off Point Pedro [on] 3rd [May] and experienced a heavy gale from the N.N.W., which split sails, &c.

V2. Ship *Waverly*, Captain West

Source: Article in the Boston Post, June 27, 1856.

Whalers.

A letter from Capt. West, of ship *Waverly*, of New Bedford, reports her at Ascension [Pohnpei] March 4, with 22 bbls. sperm oil since leaving Sandwich Islands.

Six men shipped at the Islands, ran away and took refuge upon a small island. Being pursued they undertook to defend themselves with clubs, when they were fired upon four times. Three yielded and two were subsequently captured, and the five were taken on board the ship in irons. The other one escaped.

Would sail in four days for Japan Sea.

V3. Ship *Minerva II* of New Bedford, Captain Swain, almost sunk by teredo worms

Source: Starbuck's History of the American whale fishery, page 145.

In August 1856, while off the King's Mill group, she touched on a reef, the water being at the time perfectly smooth and but little wind blowing. So trifling was the sensation of the contact that Captain Swain gave himself no thought that any damage was sustained, and the voyage was continued as usual until February, 1857, when, in a heavy

gale, the vessel was found to leak 256 strokes per hour. She reached Norfolk Island on the 19th of March, but was blown off by heavy gales which continued for three days, the leak meanwhile increasing to 1,000 strokes, and Captain Swain bore away for Sydney.

On the 29th of March she was leaking 2,400 strokes (about 16 inches) per hour, and Captain Swain had the forehold cleared to examine for the cause of the trouble. Upon cutting through the ceiling several holes were found in the bottom through which the water rushed furiously. These the men, though standing in the water up to their middles, succeeded in plugging up and covering with canvas and blankets well tarred. Over these a stream-chain was coiled to prevent the plugs from bursting in from the force of the water, and the pumps were kept going day and night. The ship reached Sydney on the 7th of April and was taken upon the marine railway. Upon examination, it was found that two sheets of copper had been rubbed off (probably while off the King's Mill Islands) about six feet from the keel, and a little abaft the bluff of the bow on the starboard side. When this place was laid bare the planks were completely eaten to a shell by the worms. No person not an eyewitness, said the captain, would have believed the planks would have held together, and it was certainly wonderful that in plugging the whole plank was not driven out, in which case every soul on board must have been drowned before the boats could have been lowered.

V4. The Virginia, Captain Peakes, damaged at Mili

Source: Article in the Boston Daily Advertiser, May 22, 1857.

Whalers.

At Strong's [Kosrae] Island Oct. 16 (by letter from Capt. Peakes) **Virginia**, N. B. 150 bbls sperm oil, ready for sea, having repaired. Reports that on the morning of the 31st of August last, about 4 o'clock the ship struck a coral reef about six miles west of Know's [Mili] Island, and shot upon a ledge, until she rested amidships on the reef with three fathoms water aft, and two and a half forward. As soon as she struck, hauled everything aback, but could not start her; got out an anchor astern, but hove it home several times—the ship rolling badly and the tide ebbing very fast, saw no alternative, but to lighten the ship as fast as possible, which was done by hoisting and throwing overboard 250 bbls water, 5 bbls slush, and 6 bbls sand, and accidentally stove one bbl. sperm oil; lost off the bow one new spare topmast, one top gallant mast, and royal mast, one flying jibboom, and 10 standing sail booms. At 10 A.M., the reef was bare in many places around the ship. The King of the island, 21th about fifty natives, came off and rendered every assistance in his power, and at 3:30 P.M., after having made a hawser fast to the rocks ahead, and got out a kedge astern, upon the rise of the tide, the ship floated, and in 16 minutes she was in deep water, when all hands were ordered to the pumps, and freed her in about one hour and a half. After getting the kedge and hawser on board, at 5 P.M. bore away for Strong's Island, the ship leaking on an average, about 150 strokes per hour.

V5. The Harvest, Captain Winslow

Source: Article in the Boston Daily Traveler, Dec. 15, 1857.

Whalers.

Mr. C. V. Sanford, late 2d. officer of barque **Virginia**, who arrived home a few weeks since, reports spoke off Ocean [Bananba] Island (King's Mill Group), Dec. 1st 1856, barque **Harvest**, Winslow, N. B. with 800 bbls. sperm oil, and boiling.

V6. Ship Mayflower, Captain Gardner

Source: Article in the Boston Daily Traveler, July 29, 1857.

2HEAD3 = Whalers.

At Strong's [Kosrae] Island, no date, ship **Mayflower**, Gardner, of San Francisco, 75 sperm, bound South. The 2d and 3d mates had been discharged on account of mutiny.

Document 1857A

Recollects in the Marianas, 1856-58

Source: PNA.

Note by the Administrator of the Treasury on stipends paid to the local priests

Note indicating the stipends paid to the Fathers of these Islands for the time that they served on an interim basis in other parishes, from 1 January 1856 until the end of December 1858, in accordance with the seven enclosed documents [not reproduced here].

—Fr. Pedro de León, from 1 January 1856 to the 30th of the same month and year, for the administration of Merizo and Umata; he was paid in Manila according to a note from the Accountant General dated 15 July 1856.

—Fr. Juan Fernandez, took charge again of the parishes of Merizo and Umata on 15 August 1856.

—The same priest took charge of the Town of Inarajan on 12 August 1856.

—Fr. Isidoro Liberal, on account of Fr. Vicente Acosta having gone to Manila, took charge of the parish of Agat on 16 November 1857 until June 1858.

—Fr. Modesto Lesma, Curate of Rota and in charge of Saypan, embarked aboard a foreign schooner bound for Hong Kong without reporting in November 1857 and he returned on 10 June 1858.

Agaña, 13 February 1860.
Felix Calvo

Document 1857B

Proposal for Chinese immigration to Guam

Source: PNA.

**Proposal by Governor de la Corte for Chinese immigrants,
dated 1 August 1857****Original text in Spanish.**

Gobierno M. y P. de Marianas, Sección de Gobierno.

[Resumen:] Se pide autorización para importar chinos por contratas hechas por el Administrador de Hacienda de estas islas, pagaderas contra la tesorería gral. por cuenta del situado.

Exmo. Sor.

Comisionado especialmente por ese Superior Gobierno para estudiar y proponer los medios de mejorar el estado de estas islas, con el fin de proporcionar el bienestar á los habitantes de ellas, y de aliviar en cuanto sea posible las cargas que ocasionaron siempre al Erario, faltaría a mi deber, si desmayase un punto en mi empeño y si no expusiese á V.E. cuanto considero necesario ó conveniente hacer, aun a riesgo de aparecer alguna vez importuno.

Consiguiente á esto repetiré á V.E. sin cesar, que siendo el suelo de estas islas susceptible de dar pingües y ricos productos, dejarán de ser pobres en el momento que por cualesquiera medios se introduzca aquí una población suficiente y activa, que poniendo en cultivo alguna parte, aunque solo sea corta y de solo esta isla de Guajan, obtenga frutos superabundantes a los propios consumos. Deberé añadir todavía á V.E. que, por lo contrario, mientras la poblaciÿn sea tan escasa, y sobre todo mientras sea de la índole actual, todos los esfuerzos serán enteramente ineficaces, pues nada es capaz de enriquecer á un país cuyos pocos habitantes prefieren á todo goze el de no trabajar, y donde los frutos espontaneos y la feracidad del suelo es tanta, que sin mas que cojerlos ó con un cultivo que casi no debe llamarse tal, se obtienen frutos más que suficientes al mantenimiento de los naturales y al de los individuos asalariados, que tienen que someterse á consumir sus pagas para proveerse de lo absolutamente necesario y más comun.

Es un vicio innato en estos naturales y reconocido desde nuestra ocupación el preferir vivir muy mal, pero trabajar muy poco, á vivir mejor á costa de algun sudor, y es una costumbre esta tan arraigada en los primitivos y tan difundida en los advenedizos, que solo podría corregirse por medio de una opresión, contraria á las leyes, por que los convertiría en esclavos, en lugar de hacerlos felices, como han sido siempre los deseos de nuestro paternal Gobierno. Creo tambien que ilustrando á estos naturales por medio de buena educación, llegará día en que comprendan la dignidad del hombre y se aparten del estado casi de bestias en que muchos viven, pero tambien teniendo siempre los menores el mal ejemplo de los mayores, considero sumamente lento el efecto de este medio.

Por otra parte se nota que la primitiva raza no prospera, sino que antes subsiste con trabajo desde que comenzó su civilización, de modo que á ser sola, no tardariamos en presenciar la total esterminación de la población de estas islas y para evitarlo es de absoluta necesidad continuar implantando en ellas nuevas razas, que aunque tengan otros vicios, como todas los tienen, posean al menos las virtudes cívicas de amor al trabajo ó sea el deseo de adquirir honradamente y la aptitud de regenerarse y aumentarse en medio de esos trabajos.

Debe añadirse á esto, que con una población tan corta diseminada en tres islas, y en seis puebblos y otras rancherías en esta principal de Guajan; el servicio público en todos los ramos es imperfectísimo, por que no hay hombres en abundancia para el servicio militar, ni el público de caminos, casas reales, iglesias, etc. puede jamas mantenerse en regular estado, ni menos pensarse en mejorarlo, porque donde ni aun para satisfacer las necesidades más precisas de la vida se encuentra á ningun precio quien provea de los artículos más comunes, no puede contarse con hombres que se presten voluntarios á trabajos que no pueden pagarseles tan a satisfacción.

Si por lo contrario en estas islas se importase población industriosa; esta á mas de proveer a sus propias necesidades daría escesos de frutos que producirían dos bienes; el primero establecer aquí una abundancia de que absolutamente se carece hoy en todo tiempo, tanto para los del interior como para estrangeros; y el segundo, que limitando algo por el mayor consumo los muchos frutos espontaneos que hay, obligarían a los actuales pobladores á trabajar alguna cosa y a moderado precio, incitandolos á ello la necesidad y el ejemplo. Al mismo tiempo contribuirían los venidos á las cargas públicas y se harían estas mas llevaderas.

Es por todo esto del mayor interés el promover el rápido aumento de la población de estas islas y considero que cuantos esfuerzos haya para conseguirlo el Gobierno, le será muy en breve retribuido con grandes creces.

Conocida esta necesidad de procurar á la población de estas islas aumentos rápidos y no pudiendo satisfacerse sino por inmigraciones de hombres de otros países, consideramos las procedencias que pudieran tener los inmigrantes y los indios destinados á ellas.

Cuatro son las clases de inmigraciones que aquí pueden esperarse; la primera de hombres de raza Europea; la segunda de naturales de Filipinas; la tercera de Chinos; y la

cuarta de naturales de Carolinas.

La primera no se puede esperar produzca gran numero, en razon á que estando muy distantes los paises donde se halla en esceso la poblaci3n blanca, y presentando estas islas en la actualidad pocos elementos para satisfacer las necesidades de esta clase, est3n m3s all3 de nuestros alcances los grandes gastos que ser3an precisos para tales importaciones; sin embargo de esto, como esta raza es por lo general la m3s inteligente y mas adelantada y en la que suelen hallarse m3s frecuentrmente capitales, debe procurarse su acresentamiento espontaneo.

La segunda de las razas importables es la de naturales de Filipinas, que parece á primera vista la m3s f3cil y la que producir3a los mejores resultados, ya por que siendo un pa3s pr3ximo costar3a poco su trasporte, ya por que siendo propio y muy semejantes á estas sus islas en productos y costumbres ser3a mucho m3s f3cil su aclimataci3n y organizaci3n; pero desgraciadamente el indio es tan caprichoso que al paso que sin premeditaci3n abandona cada d3a y para siempre su pa3s resiste el hacerlo con intenci3n de liberarse de ello, hasta el punto de hacerse casi imposible toda inmigraci3n organizada. Pruebas de esta verdad son los continuos é infructuosos esfuerzos hechos dentro de las mismas Filipinas, para que los naturales de Ilocos se estimulan(?) á su limitrofe de Cagayan, y lo mismo los de las Islas Batanes y de Bohol, de donde cada d3a emigran millares de hombres para otros puntos, de donde nunca vuelven, sin que sea posible contratar ninguno con este decidido objeto. Por esto pues, creo que la emigraci3n de Filipinas á estas islas no puede ser tampoco abundante y r3pida; y que ser3a preciso contentarse con protegerla por medio de escesos en las tripulaciones de los Buques, que vengan, contratos de operarios por tiempos limitados, reemplazos de tropas y otros recursos indirectos, que traer3n hombres aqu3, para por regla general no volver á salir. No debe tampoco perderse de vista por el Gobierno que este recurso es para 3l, menos beneficioso que los otros, por que no haciendo por su medio m3s que trasladar á su masa total y hacer unos gastos que podr3a economizar empleando aquellos hombres en sus propias islas.

La tercera clase, los Chinos, esos hombres dispuestos á ir á todas partes con la esperanza de obtener alguna plata, aun á costa de los m3s penosos trabajos, son en mi sentir, los que dar3an beneficios mayores y mas r3pidos, por m3s que las preocupaciones, el inter3s particular, y la falta de exacto conocimiento de los principios de economia pol3tica, los presenten en Filipinas como seres contra los cuales toda traba y todo gravamen son pocos. En efecto ¿que otra cosa que la preocupaci3n puede autorizar a poner una marca de menos precio sobre esos hombres que no tienen m3s delito que ser Chinos y que por lo general son de clara inteligencia, trabajadores asiduos, sumidos á las leyes, sobrios hasta el extremo y serviables en todo caso en que su inter3s los excita? ¿que otra cosa que el inter3s privado puede ser origen de las continuas quejas que se han levantado contra esos pobres Chinos por que con su industria, su trabajo y su economia, pueden presentar al p3blico los objetos de comercio de todas clases, á menos precios que los demas, que por no saber tanto como ellos, por no querer trabajar lo mismo, ó por gastar m3s, no se satisfacen con las ganancias que a aquellos bastan; y gritan y

claman que monopolizan un comercio, para el cual no tienen los Chinos más privilegio que el de más trabas y más contribuciones? ¿y que en fin sino la falta de conocimientos de economía política puede dar lugar á que al mismo tiempo que por todas partes se clama por pobladores, se restrinja por otra á fuerza de fiscalizaciones y gabelas la libre entrada de unos hombres cuyos productos en beneficio del Estado deben reputarse cuando menos el duplo de los de un natural de Filipinas? Preciso es convenir en que en todo país el mayor número de hombres laboriosos es causa de mayor riqueza y que gozando los Chinos de aquella propiedad, será un beneficio en cualquiera parte darles libre entrada y los goces de otro natural cualquiera, toda vez que se sometan en igualdad con ellos á las leyes y costumbres de su nueva patria. Los Chinos por otra parte distan poco de Marianas y ofrecen sobre los demás inmigrantes la ventaja de que estando acostumbrados á estas emigraciones y á satisfacerse ellos los costos, vendrán con mucho mayor facilidad que otros cualesquiera y sin gasto alguno, porque a la larga reintegrarán lo que gastaren y quedarán integros á beneficio del Estado los rendimientos que produzca su estancia en Marianas.

La cuarta clase ó sea los Carolinos presentan la ventaja de hallarse tan próxima á estas Marianas, que podrán ser conducidos en toda clase de embarcaciones con costos insignificantes, y aun venir algunos por sí mismos, y si bien poseen los vicios de la raza natural primitiva por su falta de costumbre de trabajar, tienen la ventaja de poderse utilizar en la navegacion y en la pesca y siempre aumentan el número.

Habitan tambien estas tribus, islas que se consideran del dominio Español, y son en la mayor parte tan malas, que no alcanzan á proveer los más miserables medios de subsistencia, de modo que sacandolos de aquel estado, al mismo tiempo que se recibe un bien se les hace á ellos mucho mayor.

Analizadas ya las cuatro clases de pobladores que deben procurarse en estas islas y señaladas las probabilidades y ventajas que presentan, pasaré á decir que respecto á la primera y segunda debe tan solo protegerse por el Gobierno su aumento, pero sin obrar directamente, más que en lo que ya tengo propuesto respecto á los hombres que deben traerse para el Servicio de las armas y de los trabajos públicos.

En cuanto á la última ó sean los Carolinos bastará tambien que el superior Gobierno secunde únicamente las ideas del particular de Marianas para que con medios locales y sin gravar en nada al Estado vaya auxiliando y protegiendo la inmigración en estas desde aquellas islas.

Resta únicamente tratar de los Chinos cuya inmigración es principalmente el objeto de esta comunicacion, asi como lo fuesen ya de otras anteriores de 5 de junio de 1855 y 11 de Setiembre del 56.

En la primera de aquellas propuse y V.E. se dignó aprobarlo en 24 de Abril del 56 que se remitiesen á estas islas Chinos de los que por insolventes se hallen presos en las córceles de Filipinas, como ya temí al tiempo de extender la segunda comunicacion, no ha llegado hasta ahora ningun individuo por este medio, y es de creer sean de muy corto número, ya por la circunstancia del plazo previo que han de permanecer presos, ya principalmente por la dificultad que a menudo debe presentarse de no haber bastantes re-

unidos para aquel objeto.

En lugar de esta dificultad nos enseña constantemente la experiencia que en algunos puertos de China se pueden tomar hombres á millares á cualquiera hora y no es dudoso que los tomados allá serán en general mejores que los recojidos en las cárceles por insolventes, de manera que si en lugar de tomar los Chinos en las carceles, se buscasen en China puede mirarse como seguro el importar en estas islas todos los que se quisiesen, aun con mayores ventajas para el Gobierno; en primer lugar, por que serían mejores, en segundo lugar porque no hallandose gravados con la deuda de que procede su insolvencia, reintegrarían más pronto; y en tercero porque siendo el viage desde China para estas islas más fácil que desde Manila y pudiendo hacerse expediciones completas de Chinos, el costo de cada uno podría ser más barato y por lo mismo menor el compromiso del Gobierno.

Es verdad que en traer los Chinos insolventes obtiene la Hacienda un beneficio por la esperanza de cobrar sus creditos, pero como no hay bastantes de aquella clase y como el beneficio de la importación es aun mayor que el de aquel cobro, resulta siempre patente la necesidad de acudir á China por los hombres que hacen falta y que no pueden tomarse en las cárceles.

El Gobierno tiene además otra razón para establecer sin inconveniente este sistema; y es la necesidad de hacer venir anualmente á estas islas los Situados y la aplicación á esta necesidad que puede darse á las importaciones de Chinos.

En efecto si se hiciesen á los buques ofertas para trasportar Chinos á estas islas, es de creer habría quien las aceptase con la condición de buscar los Chinos y ponerlos á la disposición de este Gobierno por una cantidad alzada por cada uno y contratados con la obligación de reintegrar á este Gobierno de aquella suma.

Los dueños de los buques, no teniendo objetos que comprar en Marianas preferirán el pago de sus trasportes en libranzas contra Manila donde ordinariamente está escaso el dinero para el comercio de todo el mundo, y recibiendo {de} estas islas los Chinos con aquella obligación los dejaría en libertad de hacer contratos con los particulares, que los recibiesen, satisfaciendo sus debitos aun cuando fuese paulatinamente, y recobraría el importe de aquellas libranzas, manteniendo asi los fondos en estas cajas sin gravamen ninguno y obteniendo el grande beneficio del aumento de población.

Para determinar ahora la facilidad con que pueden hacerse estos reintegros debe tenerse en cuenta que aquí és de dos reales el jornal mínimo que se paga á un hombre sin oficio y siendo 24 ó 25 días laborarios los que tiene un mes puede regularse en 6 pesos el haber mínimo mensual que obtiene un hombre que trabaja. Asi pues suponiendo cueste dos pesos su manutención quedan aun cuatro de los que puede comodamente dejar dos para el pago de sus deudas. Estas deudas ó importe de contrata puede regularse variable entre 25 ó 40 pesos de modo que en 18 meses, por termino medio, podrá hacerse el total reintegro.

Ahora bien, estando acordado por la Superintendencia en 18 de Febrero del 56 que se gire contra la tesoreria gral. el importe de los situados, segun V.E. se dignó comunicarme en 22 de aquel mes y siendo estas contratas de Chinos un medio el más benefi-

cioso de mantener aquel giro, conceptuo del mayor interés el que se autorize al Administrador de Hacienda de estas islas, para que con acuerdo de este Gobno., aproveche cualquiera ocasión que pueda presentarse de buque que quiera admitir estos trasportes con las condiciones expresadas, para que de este modo se obtengan por entero los beneficios propuestos en las citadas comunicaciones de 18 de Febrero y 24 de Abril del año de 56.

Creo Exmo. Sor., que este medio será el más eficaz, el más pronto y el más económico de cuantos puedan emplearse para importar en estas islas la población que es la mayor de sus necesidades y que será el origen cierto de su prosperidad, pues sin ellas estas islas como todos los países del globo son objetos eternamente improductivos, para los Gobiernos que las administran; y por esto me atrevo á suplicar á V.E. con todo el empeño que tengo en beneficio del Servicio de S.M. se sirva disponer lo conveniente para que el dicho Administrador de Hacienda de estas islas se conceda aquella autorización, sin perjuicio de que se continuen girando cantidades por otros medios y de que se traigan los Chinos insolventes que hubiere, pues en todo caso, no deben exceder de los 27,000 pesos fijados por la superintendencia el total de fondos de estas cajas, entre efectivo y créditos.

Si V.E. según lo espero se digna acordarlo así, confío mucho ver prosperar esta Provincia, más si por lo contrario se deja como hasta ahora, abandonada á sus propios y ordinarios recursos, debo manifestar á V.E. en descargo de mi responsabilidad que miro como imposible el hacerla salir del abatimiento en que está

V.E. sobre todo se dignará resolver lo mas acertado.

Dios guarde á V.E. muchos años.

Agaña 1 de Agosto de 1857.

Exmo. Sor.

Felipe de la Corte

[Al] Exmo. Sor. Gob. y Capn. Gral. de Filipinas.

Translation.

Military and Political Government of the Marianas—Administration Section.

[Summary:] Authorization is requested to import Chinese by contracts made by the Administrator of the Treasury of these Islands, drawn against the Treasury General on the account of the Subsidy.

Your Excellency:

Having been given a commission by that Superior Government to study and propose the means to improve the condition of these Islands, with the objective of bettering the welfare of the inhabitants, and to alleviate as much as possible the financial burden that they almost cause to the Treasury, I would fail in my duty if I were to neglect part of my responsibilities and if I were not to expose to Y.E. what I consider necessary or appropriate to be done, even at the risk of appearing bothersome sometimes.

In line with this, I will continue to repeat to Y.E. that, given that the soil of these Islands is susceptible to produce abundantly, they would cease to be poor the moment that, by any means whatever, a sufficient and active population is introduced here. Even if only a small part of this Island of Guam is cultivated, though a little, a abundance of products would become available beyond local needs. In addition, I must tell Y.E. that, on the contrary, as long as the population remain small, and above all, as long as it be with the present character, all efforts will be completely useless; indeed, nothing can be done in a country where the few inhabitants prefer above all to remain idel, and where products are spontaeou and the natural fertility of the soil are such that the fruits can simply be picked up or are the result of a little cultivation that can hardly be called such, with products more than enough to maintain the natives and the salaried personnel also, but the latter must spend their whole pay just to acquire the bare necessities.

It is an innate vice among these natives, one that has been recognized since the beginning of our occupation; they prefer to live bery badly, but to work very little, to living better at the cost of some sweat, and it is a custom that is so rooted among the aboriginals, and adopted by so many newcomers, that it could only be corrected by means of an oppression, contrary to our laws, because that would convert them into slaves, instead of making them happy, such as has always been the desire of our paternal Government. I also believe that, by enlightening these natives by means of a good education, one day they might understand the dignity of man and give up the almost brutish ways in which many of them live; however, when the young ones always have the bad example of their seniors in front of them, I also consider that the effect of this means will be extremely slow.

On the other hand, it can be noted that the primitive race does not prosper; it simply subsist with difficulty and such has been the case since the beginning of their civilization, in such a way that, if it were the only one present, it would not be long before the whole population would disappear from these Islands. To avaid this, it is absolutely necessary to continue to implant new races here, though they may have other vices— all races have them—, if only they have one social virtue, that of the love of work, that is, the desire to improve their lot in an honorable fashion and the aptitude to regenerate themselves and increase their numbers by means of such work.

One must add that, with such a small population that is divided among three islands, and in six towns and other villages in this main Island of Guam, all branches of the public service are very imperfect; because there are not men sufficiently for the military service, nor the public service, the roads, the royal buildings, the churches, etc. can never be maintained regularly. One cannot think of improving them either, because where the bare necessities of life cannot even be satisfied, and one cannot find at any price a person to supply the most common articles, one cannot count on men to volunteer their services forprojects that cannot pay them satisfactory wages.

If, on the other hand, industrious people were to be imported into these islands, they would not only provide enough food for themselves but an excedent that would produce two good effects: firstly, by establishing here a abundant production that is com-

pletely lacking now at all times; and secondly, by reducing somewhat the availability of spontaneous fruits available, the present settlers would be forced to work a little more, urged as they would be by need and by example. At the same time, the newcomers would contribute to the public service and make these more tolerable.

For all of these considerations it is very important to promote the rapid increase in the population of these islands and I consider that whatever efforts the Government can make to achieve this will lead within a short time to large benefits.

Once the need to rapidly increase the population of these islands has been recognized, and the fact that it cannot be done except through the immigration of men from other countries, let us consider the origins that such immigrants or Indians have.

There are four categories of immigrants that can be hoped for here: firstly, men from Europe; secondly, natives from the Philippines; thirdly, Chinese; and fourthly, natives from the Carolines.

The first category cannot be expected to provide large numbers, because the countries where there are white men in excess are located far away, and in truth these islands provide few elements to satisfy the needs of this category; besides, the large expenses that their transport would require are beyond our means. Nevertheless, as this category is generally more intelligent and more advanced and is frequently the type that has capital, one must try and support its spontaneous increase.

The second race of people that can be imported is the Filipino race, which appears at first sight to be the easier method and that which would produce the best results, not only because they live in a neighboring country and their transport would cost little, and also because their own islands have similar products and customs, thus making their acclimatization and organization that much easier; however, unfortunately, the Indian is so capricious that, one day, and without planning, he may simply abandon his country, but would resist having to do it for the purpose of freeing himself from it, to such an extent that it is almost impossible to carry out a planned immigration. Proofs of this assertion exist in the continuous and fruitless efforts that have been made within the Philippines themselves, for instance, to convince the Ilocanos to move to the neighboring province of Cagayan,¹ or the same with the people of the Batanes Islands or of Bohol, whence every day thousands of people emigrate from to go to other places, never to return, but it is not possible to contract any of them to do it within a planned migration. That is why I believe that Filipino immigration to these Islands cannot be either abundant nor rapid; still, it would be wise to continue to protect it by means of carrying large numbers of crew members aboard the ships that come here, by granting contracts for temporary workers, by the replacement of troops and other indirect recourses that would bring men here who would usually not return home. Also, the Government must not lose sight that this recourse is, for itself, less beneficial than the others,

1 Ed. note: The immigration of Ilocanos to the Cagayan Valley and as far as Mindanao was soon to prove very successful, to such an extent that their dialect has become third in relative importance in the Philippines.

because it would make expenditures to transport a mass of people, money that might be otherwise better used by employed such men in their own islands.

The third category, the Chinese, such men who are disposed to go to other parts with the hope of making money, even at the cost of hard labor, are in my opinion, those who would give greater benefits and more rapidly, notwithstanding the preoccupations, private interest, and the lack of an exact knowledge of the basic principles of economics, that present them in the Philippines as beings against whom any obstacles or burdens are too few. In fact, what else, if not preoccupation that can authorize someone to place a mark of disdain toward such men whose only fault is to be Chinese, men who are generally intelligent, assiduous workers, submissive to the laws, thrifty in the extreme and serviceable, in every case where their interest is at stake? What else, if not private interest that can be at the source of the continuous complaints raised against those poor Chinese, simply because, on account of their industry, work and economy, they can offer for sale trade articles of all classes cheaper than the others, who do not want to work as much or want to spend more, not being satisfied, as the Chinese are, with what they earn. They shout and claim that the Chinese monopolize the commerce, but then the Chinese enjoy only one privilege, that of dealing with more obstacles and paying more taxes, isn't it? What else, if not a lack of knowledge of economics can give rise to the awkward situation in which from everywhere comes a call for more population, yet at the same time it is restricted by imposing taxes upon it and upon the free entry of men whose products are beneficial to the State, in that the production of one Chinese man can be considered at least double that of a Filipino? It is appropriate for us to recognize that in any country, the more numerous is the number of hard-working men, the richer the country is, and, since the Chinese are of that type of people, it would be wise to welcome them anywhere, there to enjoy the same benefits as the natives, as long as they agree to submit themselves to the laws and customs of their new fatherland. On the other hand, China is not far from the Marianas and the Chinese offer an advantage over the other categories, and it is that they are used to emigrate and to finance their own transport; they would come more easily and at less cost than any other people, because on the long term they would pay back whatever expenditure and the State would benefit from their outputs as long as they remain in the Marianas.

The fourth category, that of the Carolinians, presents the advantage of being near to the Marianas, and could be transported in any type of vessels, at very little cost; they can even come on their own. If they do possess the same vices as the primitive race, since they are not used to working, they offer the advantage that they can be used as sailors and in fishing, and their numbers add to the population. These tribes inhabit islands that can be considered Spanish territory, but they are most of them so bad that they do not provide enough means of subsistence for the islanders, so that, by taking them out of there, one does them a greater favor than they do in return.

The above analysis of the possibilities and advantages of the four categories of would-be immigrants to these islands leads me to recommend that, with regards to the first and second categories, their increase must only be protected by the Government,

but without directly influencing the outcome, except in the case that I mentioned, that is, the men who must be brought in for military and public services.

With regards to the last category, the Carolinians, it would also be sufficient for the Superior Government to simply support the ideas of the local government of the Marianas and allow the use of local resources, at no cost to the State, to achieve and protect the process of immigration from those islands.

There remains to deal with the Chinese whose immigration is the main subject of this communication, as they were in the previous communications dated 4 June 1855 and 11 September 1856.

In the former, I proposed, and Y.E. did approve on 24 April 1856, the remittal to these Islands of Chinese who, unable to pay their debts, were found in jail in the Philippines, but, as I feared, at the time of writing the latter communication, none came by this means, and it is possible to believe that, either there are too few of them, or that, on account of the insistence on their remaining prisoners for a long term, there may not be a sufficient number of them to make it worthwhile.

On the other hand, experience has shown us that there always exist, in all the ports of China, thousands of men, at any time of day, who can be picked up, men who are better than those in jail for insolvency, so that, instead of taking men from jails, they could be sought in China in whatever numbers required in these Islands, and that would be even more beneficial for the Government; indeed, in the first place, there is a larger number of them there, and in the second place, they are not subject to any problem based on insolvency, and would reimburse the cost of their transport more rapidly; and thirdly, the voyage from China [directly] to these Islands is easier than that from Manila, and besides, voyages with only Chinese immigrants on board can be considered, thus making the cost to each man that much less and also less would be the risk to the Government.

It is true that in bringing insolvent Chinese the Treasury gets a benefit based on the hope to recover what they owe, but, since there are not enough in that class, and since the benefit resulting from the immigration is greater than that of simply recovering debts, it would always be better to go to China to get the men who are needed and cannot be provided by the jails alone.

The Government has yet another reason for wanting to establish this system without disadvantage, and it is the need to send a ship every year to these Islands to bring the Subsidy, and there is a corresponding need to bring in Chinese as well.

To that effect, if one were to make offers to ship owners to transport Chinese to these Islands, it is possible to believe that there would be found some to accept the condition that they should look for Chinese and place those at the disposal of this Government, for a substantial sum for each of them, with [individual] contracts forcing them to reimburse this sum to this Government.

The ship owners, not interested in buying products in the Marianas, would prefer to get paid for the transport by means of drafts on Manila, where cash is usually scarce for everybody involved in trade, and these Islands, in receiving the Chinese with that

individual obligation of each one of them, would set them free, while they would pay back their obligation little by little, until the expenditure for their transport be recovered in full, without any burden on the treasury and thus benefiting from the increase in population.

In order to determine whether or not such recoveries are indeed possible, one must keep in mind that here the minimum daily wage for a journeyman is 2 reals and, since there are 24 or 25 working days in a month, the minimum salary of a worker is therefore 6 pesos. Now then, if one were to suppose that his maintenance may cost 2 pesos per month, there would remain 4 pesos, and 2 of those could be easily go towards repaying his debt. Such debts or amount fixed by the workers' contract might be anywhere between 25 or 40 pesos, so that within 18 months, on the average, the total of the expenditures could be reimbursed.

Now then, given that the Superintendent of Finance, on 18 February 1856, accepted the idea that the whole of the Subsidy be placed in the hands of the Treasurer General, according to what Y.E. was pleased to communicate to me on the 22nd of that month, and since the Chinese contracts in question would be the most efficient means of maintaining that line of business, I consider it a good idea to authorize the Administrator of the Treasury of these Islands to take advantage, with the approval of this Government, any occasion when a ship brings in Chinese under the above-mentioned conditions, so that the benefits proposed in the said communications of 18 February and 24 April 1856 be completely obtained.

I believe, most Excellent Sir, that this means will be the most efficient, the most rapid and the most economical of the many that could be used to import to these Islands the population that is the greatest need they have and that would be the certain source of their prosperity; indeed, without them these Islands, as any other country on the face of the earth, are forever unproductive objects for the governments that administer them, and for this reason I dare to beg Y.E., with all the responsibility that I have toward the Service of H.M., to please authorize what is proper, so that said Administrator of the Treasury of these Islands may in turn grant that authorization, without prejudice to any other form of money transfer, to bring in as many insolvent Chinese as can be found, since in any case, the amount spent cannot exceed the 27,000 pesos fixed by the Superintendent for the funds belonging to these Islands, in cash or credits.

If Y.E., as I hope, be pleased to grant what is requested, I trust that this Province will prosper, but, otherwise, it will remain as is, abandoned to its own devices and ordinary resources, and I must tell Y.E., to fulfil my duty, that I consider that it is impossible to make it come out of its present discouraging condition.

Above all, Y.E. will decide what is best.

May God save Y.E. for many years.

Agaña, 1 August 1857.

Your Excellency,

Felipe de la Corte.

[To] His Excellency the Governor and Captain General of the Philippines.

Editor's notes.

On 17 December 1857, the Governor General issued a decree on the matter and the above request was passed to the Intendencia General and to the Finance Department for their comments. On the 1st of March 1858, the General Administration of Tributes and Monopoly Revenues opined favorably. The file was passed on to His Majesty's Counsel on the 22nd; he wrote on the 27th that he would favor the plan if it were authorized on a trial basis only. Two other authorities concurred by mid-April. Although no follow-up action appears evident from that file, we know that the Governor General did approve the request, as the schooner **Denia** arrived at Guam with 63 Chinese in June 1858 (see Doc. 1858B).

It is ironic that the faraway Spanish Government, at that time, was trying to solve the population problem by the first alternative, that of sending European immigrants to Guam; indeed, it had just been decided to found a penal colony in the Marianas (see next document).



Excmo S.^o D.^o FERNANDO



DE NORZAGARAY.

Capitán General de Filipinas

Document 1857C

The creation of a penal colony in the Marianas

Source: De la Corte's Memoria, Appendix 7.

Royal decree dated 3 September 1857

Original text in Spanish.

Copia de la Real orden de 3 de Setiembre de 1857 sobre creacion de un establecimiento de confinados en Marianas.

Secretaria de Gobierno de las Islas Filipinas.—

Primera Secretaría de Estado.—Ultramar.—Número 177.

.Excmo. Sr.:

A consecuencia de los sucesos recientes de la Carolina, varios de los complicados en ellos han sido condenados á la deportacion á eas islas, segun ya consta á V.E. por las ódenes que le han sido comunicadas acerca del particular. Razones de alta importancia, que no se ocultan á VE. aconsejan que esas islas no sean punto de deportacion ni de confinamiento, y en este concepto es la voluntad de S.M. que los dichos deportados pasen á cumplir sus condenas en las Islas Marianas, debiendo V.E. adoptar las medidas oportunas para que se cumpla la ley con la mayor exactitud, adoptándose todas las medidas convenientes para la seguridad de las personas de los relegados, aunque sin causarles más molestias que las que sean absolutamente necesarias.

Al mismo tiempo la Reina (Q.D.G.) se ha servido mandar que V.E. proponga lo que estime oportuno á la mayor brevedad posible para la creacion en las dichas Islas Marianas de un establecimiento penal para confinados de aquellas clases, que no debiendo pasar á los de la Península ni á los de Africa, puedan ser perjudiciales en estas islas y en las Antillas.

Para realizar este pensamiento habrá V.E. de proponer lo conveniente, teniendo en cuenta que en ál va envuelto el proyecto de adelantar la colonizacion de aquellas islas, donde podrán ser útiles los referidos confinados para el desarrollo de su agricultura y comercio. Con este fin las comunicaciones deberán ser más frecuentes, utilizándose los buques que existen en ese Apostadero á consultando V.E. al Gobierno lo que estime oportuno. Por último, conviene que V.E. eleve el presupuesto de los gastos que la realizacion de este pensamiento origine.

De Real orden lo comunico á V.E. para su conocimiento y efectos correspondientes.

Dios guarde á V.E. muchos años.

Madrid 3 de Setiembre de 1857.

Pidal.

[Al] *Sr. Gobernador Capitan General de Filipinas.*—

Es copia.—*Elisaga.*

Translation.

Copy of the Royal order of 3 September 1857 regarding the creation of a penal colony in the Marianas.

Office of the Secretary, Government of the Philippine Islands.—

First Secretary of State.—Overseas.—Nº 177.—

Your Excellency:

As a result of the recent events of La Carolina, many of those implicated in them have been condemned to deportation to those [Philippine] Islands, as Y.E. has already been informed by the orders that have been sent to you regarding the specific Reasons of high importance, that are not hidden from Y.E., that make it advisable that these Islands be not the place for their detention or confinement, and in this wise, it is the will of H.M. that said deportees be sent to the Mariana Islands to purge their prison term, and Y.E. must adopt timely measures to comply with the law most exactly, by adopting all the appropriate measures for the security of the persons of the convicts, although without causing more bother than those that are absolutely necessary.

At the same time, Her Majesty the Queen (may God save her) has been pleased to order that Y.E. may propose what you think timely as soon as possible for the creation in said Islands of a penal colony for the convicts of that class¹ who, being prevented to go to the [Spanish] Peninsula or to Africa, may cause trouble in those Islands and in the West Indies.

In order to put this idea into practice, Y.E. is to recommend what is convenient, taking into account that it goes hand in hand with the project of improving communication with those Islands, where said convicts may become useful in the development of their agriculture and commerce. For this purpose, the communications will have to be made more frequent, by the use of the ships that are based in that Naval Station or by Y.E. proposing to the Government that you think proper. Finally, it is appropriate for Y.E. to propose the budget for the expenditures that will have to be made to carry out this budget.

I forward this Royal order to Y.E. by order of H.M. for your information and corresponding actions.

May God save Y.E. for many years.

1 Ed. note: That of political exiles.

Madrid, 3 September 1857.

Pidal.

[To] the Governor Captain General of the Philippines.

This is a copy.—Elizaga.

Documents 1857D

Descriptions of Pohnpei, by Rev. Gulick and others**D1. The Nanakin of the Kiti tribe went on a cruise**

Source: Article in The Friend, Honolulu, Jan. 1858.

The Nanakin of Ascension.

It is well known that the Missionaries at Ascension have experienced great difficulties in their labors among the natives, in consequence of the ignorance and prejudices of the people. An incident occurred about one year ago, which has resulted in much good. It was brought about through the kindly offices of Captain Chappell, of the **Northern Light**. While cruising among the Micronesian Islands, Captain C. touched at Ascension, and took a stand as a shipmaster meriting the highest praise. He refused to trade with the low and unprincipled whites upon the island, but held communication directly with the natives. This was a new feature in island commerce. He next invited the Nanakin, the chief of most authority upon the island, to make a short cruise.

During their absence of twenty days, the vessel touched at Strong's Island and Wellington Island. The Nanakin has more authority upon the island than even the King. With their ideas of government, it was a great and unheard of event for the Nanakin to leave the island. He was accompanied by two attendants. During his passage to and from Strong's Island, Captain Chappell treated him with the respect becoming his rank and station. He speaks of the Nanakin as a man of decided ability for an uneducated Polynesian [sic], resembling old King George, of Strong's Island, so well known among Missionaries and whalers.¹ When the Nanakin embarked he was attended by a hundred canoes.

We are happy to learn, by letters recently received from the Rev. Mr. Sturges, that the Nanakin is rapidly acquiring knowledge. We have seen a letter written by him in the Bonapian dialect. The above-mentioned facts show that it is in the power of shipmasters to render essential services to the Missionary enterprise. When such facts come to our knowledge, we shall not fail to record them.

¹ Ed. note: Old King George, because he had already died in 1854.

D2. The Ruins of Ponape

Sources: Article in The Friend, Honolulu, Aug. 26, 1857; also in the Journal of the American Oriental Society, Boston, 3 (1858): 495-496.

The Ruins on Ponape, or Ascension Island of the Pacific Ocean.

Source: Article in The Friend, Honolulu, Aug. 26, 1857.

Note: For earlier narratives of these ruins, by Capt. James, see Doc. 1833C, by Mr. Ong, see Doc. ..., by Captain Blake, see Doc. 1839C, and by Rev. Clark, see Doc. 1852M4, among others.

Ascension Island of the Pacific Ocean, called by the native inhabitants Ponape, is situated in lat. 6°55' N., and long. 158°25' E. It is peopled by a race that no doubt migrated from the West, and most probably from the Philippine Islands. Its language has many close relations to that spoken in the western part of the Caroline range, which has been distinctly traced to the Tagal of the Philippine Archipelago. It consists of a coral reef about eighty miles in circumference, enclosing several basaltic islands, one of which is perhaps sixty miles in circumference, and gives name to the whole group.

A thorough discussion and description of the ruins on Ascension Island will throw much light on those similar structures that have been slightly noticed on various Micronesian islands, and that will, no doubt, yet be found more widely diffused on all the "high" islands, and more interesting than has yet been imagined.

A description of the ruins.

The whole main island, and even the lesser ones of the slightest moment, may be said to be covered with curious stone structures that are conveniently termed ruins, though it should not be inferred from that that they are necessarily in a ruinous condition. It is difficult to walk a mile, or even half that distance, in any direction without encountering these remains of ancient labor. They are to be found in all possible locations along the ocean shore, and miles inland on hills of commanding height, and in secluded valleys, on level plats and on steep hill slopes. They are of various ages, as may be inferred from their being found in every degree of preservation, and from the varying growth of vegetation in and upon them.

A few of these ancient wonders are of earth, and these are to be found in two or three of the open spaces in the forests, where naught but a short grass and a few stunted pandanus shrubs grow. They consist of long narrow mounds, from eight to ten feet in height, and about fifteen feet wide at the base.

By far the greater number, however, of these structures are of stone, and these are of several kinds.

1. A heterogeneous class which it is difficult to designate. Sometimes they are mere lines of stone, with no definite commencement or termination, formed often, perhaps usually, of the very largest kind of moveable rocks, and of varying heights. Sometimes, as at the mouth of the Ronkiti stream, they appear like an embankment for a road along the shore. In several of the excessively rocky parts, as on the eastern slopes of the Jekoits

[Sokehs] Island, large bodies of stone are piled up in every imaginable arrangement, forming long walls, embankments, solid squares, and irregular enclosures.

2. Scattered over every portion of the island, with the possible exception of only the mountainous central peaks, are walls arranged in squares or parallelograms, sometimes a wall within a wall, and often enclosing a pile of well-laid stone, in which a small vault may generally be found.

These squares are of every size, from two or three yards to ten or fifteen rods. The walls are of all heights, sometimes scarcely more than a continuous line of stones, and at times five or six feet high, and in one noted case (that shall be particularly described in connection with the next class of structures) they are more than twenty feet in height. The materials are principally irregular basaltic rocks, occasionally basaltic prisms intermixed, and oft-times coral stones fill up the interstices. In some few instances an outer wall encloses an inner. If the walls be of any height, an entrance, four or five feet in width, is almost always to be found very near the center of one of the sides. And when there is a double wall, a passage in the enclosed wall exactly corresponds to that in the outer.

In many cases near the center of the enclosed space, rather to the side farthest from the entrance, and sometimes quite in the remote corners, an apparently solid square of stones will be found, from three to six feet high, and from twelve to fifteen feet in length and breadth, in which is a rude vault about six feet long, three to six feet broad, and from three to five feet high. Long, broad stones form the roof of the vault, and often, immediately before the entrance through the outer wall, an obsolete opening into the vault will be seen, which has been carefully filled in a way that shows it was done after the original walls of the vault were built. It is sometimes impossible to find a vault in this central square, yet not often. An entrance to the vault can usually be effected with comparative ease from the top, though that is most palpably not the original intent. Human bones far advanced in decomposition are not infrequently to be found in these vaults, with ornaments, such as were no doubt once used by the inhabitants, and that are much like those still valued by the natives not only of oPonape, but of most Micronesian islands both to the east and west.

3. In one locality on the eastern shore of Ponape, at the mouth of the Metalanim harbor, on the coral flats between the encircling reef and land, a number of artificial islets are so arranged over the space of perhaps a square half mile that the appearance is such as the submerged foundations of a modern city with no superstructures might present.

These are the 'ruins' first discovered by a sailor named O'Connell, in a small volume entitled his "Adventures"¹ and spoken of in Hale's Report on Ethnography and Philology, connected with the U.S. Ex. Ex. So much of the irreconcilably and egregiously incorrect is mixed with O'Connell's narrative, not only regarding the ruins but concerning everything connected with the whole island, that I shall but slightly allude to it,

1 Ed. note: See Doc. 1830I.

through it has the considerable merit of having been the first published notice of these structures.

Where these peculiar ruins are found, the distance from the land to the encircling reef is not half a mile. Coral flats, slightly higher than low water mark, occupy the whole space. Some of the islets are regular parallelograms, fifty feet and upwards in length, others are very irregularly trilateral, quadrilateral, or polylateral, covering, in some instances, several acres. They are so arranged in relation to each other that canal-like spaces intervene, on an average perhaps twelve feet wide, through which the tide ebbs and flows. At the junction of the canal or streets from different directions they often widen out to many yards.

The unvarying structure of these islets is an outer edging or facing of basaltic rocks, chiefly prisms, while the whole enclosed area is filled up with closely packed coral stone to the level of the top of the basaltic wall, which is one, two, or three feet above high water mark. In but very few cases is this skeleton of the islets crumbled. On several of the islets there are walls of the same structure as those before described, forming enclosures, both with and without central vaults.

This whole assemblage of islets is now overgrown with vegetation. Some of the larger islets are occupied by bread-fruit and coconut trees; the rest, together with large portions of the canals, are enshrouded with mangrove. Still within the memory of some living in 1852, the whole of this locality was densely populated, with the exception of the most sacred spots, and no mangroves were allowed to intrude. A few inhabitants are still to be found there.

On one of the islets, named Pankalera, where some of the most important religious ceremonies of the tribe are several times a year performed, a sort of paved way, laid with broad stones, some of them having a peculiar central depression, leads to a spot peculiarly sacred over which a small shed is erected. Nearby are several low walls forming more or less decided squares, at different points of which religious ceremonies are at stated seasons performed. There are several other sacred islets where ceremonials are at times celebrated, and where low walls or pavements can be seen by those who dare venture in. In the canals, at several places, are stones of peculiar shapes, one of which is called a turtle, one an ear ornament, one a wooden trough, and one an instrument for pounding food, all of which are connected with mythological tales.

I will not more particularly notice any of the islets, save that one named Nantoaj,¹ the most singular and astonishing one of the whole number, from the structures erected upon it. It was the structures on this islet alone that were briefly and accurately described by the Rev. Mr. Clark, and for the first time delineated by [my brother,] Mr. J. T. Gulick, in the *Friend* of Dec. 17, 185ii2, Honolulu, Sandwich Islands. I copy a description of them written by Mr. J. T. Gulick, October, 1852, and ultimately laid before the American Geographical Society:

¹ Ed. note: Better known as Nanmadol.

“They present a front of 160 feet, and are of over 150 feet in length, from east to west, occupying a little islet about an acre in extent. The foundation platform, which consists of coral stones with basaltic facing, rises about eight feet above low water mark. On the west sides, the walls which are about 20 feet high are placed back from the edge of the foundation works, leaving a platform 15 feet wide; but on each of the other sides the face of the wall corresponds with the buttress, presenting a perpendicular front 28 feet above the water.”

¿Except on the front or western end, the walls are not only overtopped by large trees, but are even buried in the green foliage of ferns and bushes and long hanging vines. They appear quite perfect, except in one place on the north side where for the space of a rod or two the wall has given way on the inside, though the outer face is perfect, and also on the north side western entrance. A broken place in the platform on the front side affords easy ascent, and an entrance 15 feet in width opens through the walls to the structures within.”

“At this place we entered and spent two hours or more to exploring the vaults, measuring the walls and securing specimens of the prismatic formations which are almost the only kind of stone found in the walls. Many of the prisms are over ten feet in length, having five, six or seven sides—the five-sided ones being the most abundant. One that we measured was eighteen feet in length and about two feet in diameter, having six sides. In constructing the walls, the stones of one tier have been laid parallel with the line of the wall and those of the next transversely. The smallest prisms were three or four inches in diameter.—

“Within the outer bulwarks is another enclosure with 75 feet front and 95 feet depth. It has a foundation platform of its own, on which its walls and the main central vault are built. This platform is eight feet above the main foundation on which the outer walls stand and is 100 feet broad by 127, which leaves a walk around the enclosure 20 feet wide on the eastern side, and 12 feet above the platform, which leaves the top but a foot or two lower than that of the outer walls.”

“The lower part of the outer wall is 18 feet thick on the west side and 14 on the other sides; but at a height corresponding with that of the inner enclosure, the wall is narrowed, leaving a walk eight feet wide around the inner side. Above this, the walls are ten feet thick in front and six on the other sides. Besides the wide entrance on the west side, there is a little passage about five feet wide and four high through the wall on the south, and a similar one on the north side.”

“The inner walls are built on the same plan as the outer ones—the lower part being ten feet thick and the upper but five. They are, however, finished differently at the top, for the last two or three courses of stone jut beyond the face of the wall forming a cornice about two feet wide on the outer side. The entrance is on the west side, directly in front of the first one, and of about the same width. In the center is a pile of stone-work twelve paces square at the bottom and eight or nine feet in height. Two surrounding platforms, each a yard in width, divide the ascent to the top into three steps. The top is about twenty-four feet square. Within this structure is a vault; and on the west side, di-

rectly in front of the gateway, there seems to once have been a door-way leading into it which is now strongly blocked up. A narrow entrance has, however, been opened at the top through which we descended, and found ourselves in a dark cell eight feet deep and eleven by ten in length and breadth. The only light that reached us entered through the cracks between the long prisms that are laid across overhead. The foreigners told us that coral stones once formed a pavement on the floor of the vault, but within ten or fifteen years they have been torn up by captains searching for relics. They say that in 1838, Captain Cha. Coffin, of the ship **Ohio**, Nantucket, and Capt.; E. B. Shirman, of the **Marcus**, Fairhaven, visited the vaults together, and took from it several human bones of gigantic size.”

“We entered two other vaults in the foundation platform and not marked by any building above—one on the north, the other on the south side. We were told that Mr. Dudoit, who is now on the Sandwich Islands, took two silver crucifixes from the vault on the south side. Besides the vaults we entered there is one outside of the inner wall, on the east side. We were told of ten others but their existence is very problematic.”

It is only necessary to add to the above description that about the islet, on its seaward, northeasterly aspects are several low enclosing walls, one without the other at varying distances from the islet, perhaps six hundred feet, and runs so close to the edge of the flats that a vessel might almost ride alongside of it.

The builders of these structures.

I unhesitatingly acquiesce in the opinion of the Rev. Mr. Clark, of the Sandwich Islands, and of Mr. Hale, of the United States Exploring Expedition, that none but an uncivilized race of people built these various structures on Ponape. The idea that buccaneers, or Spaniards of any character, erected any part of them is the result of a pure exercise of an undisciplined imagination. It is palpable that the race who built any portion of these structures built the whole; if Spaniards built any, they built all. And more, if Spaniards built any of these Ponape wonders, they also built all those that are to be found on probably every “high” island of Micronesia—those certainly on Kusaie (Ualan, or Strong’s Island), on Yap, and even on Tinian. Whatever may be reported in print by Capt. Fisher (as found in the Annual of Scientific Discovery of 1853, quoted from the Vineyard Gazette), and verbally by others, of a splendid modern “city” in ruins on Tinian, of the Ladrone [Mariana] Islands, we must, till their reports are very much more fully confirmed, continue to deem these structures nearly allied in character and origin to all that have been discovered in Micronesia, evidently the handiwork of a numerous, active, architectural, but uncivilized race. Even D’Urville, in his description of the ruins on Strong’s Island, utters not a suspicion that civilized talents were needed for their erection.

But it will be sufficient to confine our attention to the ruins of Ponape alone. We well know the general character of structures Spaniards would have erected during any portion of the centuries they have more or less actively navigated these seas. How dif-

ferent they would have been from anything we find on Ascension Island need not more than be alluded to. The silver crucifixes and Spanish dollars found in one of the vaults at Nantoaj, with a pair of silver dividers, and a brass cannon found long since on the south side of the island; together with the tradition that a boat's crew once landed there with skins (probably coats of mail) so thick that the only mode of killing them was to pierce their eyes, only prove that Spaniards, or people like them, have been here. It is now three centuries since the Spaniards discovered Guam. It immediately became their "half-way house" between their South American colonies and East Indian possession. For more than two centuries they traversed the seas most actively and Querosa [sic] probably discovered this island in 1595. It would have been passing strange had none of them ever been stranded on this island and so brought the few relics found.¹

But again, it seems to me as certain that it was the ancestors of the present race, as that it was not the Spaniards, who built these Ponapean structures.

The present race is fully competent to everything found, and is most intimately connected with them by traditions and religious customs. Why then multiply causes when the one most palpable and immediately before us is more than sufficient?

But it is objected: (1) that the present race is not competent—that the inhabitants are too few, too indolent, and have no capacity or talent for such labors. That they are at present too fee and feeble is undoubted. They now number on this island about 5,000. Yet three years since they were not far from 10,000, and a century since, it is probable, from traditions, that their numbers were even still greater. They are now divided into five tribes, but it is certain from well-expressed tradition, that this is but a modern division.²

That they are too indolent is equally true of the present time. But they were not always thus. The depressing and invigorating influences of tobacco, and rum and foreign disease, take the life out of every people, and are most palpably doing so to this people year by year. There is the most positive evidence that in other departments of labor, the degeneracy of this people is even more marked than in that of building with stone. Their canoes and houses, and various utensils of past times if now seen, would scarce be supposed to be formed by the present race.

That the present inhabitants have no talent or taste for laying stone is quite a mistake. They lay stone most admirably. The foundations of their houses to this day are

1 Ed. note: Quirós did indeed discover Pohnpei in 1596 (see Doc. 1596E in HM3) and the 'lost' ship that was a day behind him, and in a foundering condition, must have stopped at Pohnpei, forever. It was coming from Peru, and the survivors, if any survived the battle or battles, may very well have been acquainted with the Inca 'ruins' at Cuzco. More relics were dug up in 1841 by Captains Elbourne and Allen (see Doc. 1840L).

2 Ed. note: I would suppose that the arrival of the Peruvians in 1596 caused an epidemic of smallpox that reduced the local population, and probably by more than half that time, since the more recent epidemic that Rev. Gulick refers to here had reduced it by almost one half. The structures were abandoned and fell into decay after 1600, probably because the leaders of the tribes died, and the 'ruins' were made taboo, having been occupied by the last survivors of the shipwreck—the bringers of the awful disease, who buried their own dead in those vaults.

of stone. They are, of course, laid by the eye, yet the angles are square, and the faces plumb when any care is exercised. They are, most emphatically, to this day a stone-laying people, perhaps even as much so as the inhabitants of Strong's Island, who, at least until very recently, rebuild the walls about a chief's house on the death of any member of his family.

Two large buildings have been erected on this island within three years that serve much to correct the notion that this people, when much more numerous, and when united under one head, could not have built even the most enormous of the structures now found of ancient dates. One was a building sixty feet long by forty wide, on a solid stone foundation four feet high, erected by the Naniken of the Kiti tribe. The other was also a private residence built by the then King of the Metalanim tribe in the northern limits of his tribe. It has a double foundation, the first is a solid platform of stone one hundred feet by thirty, and eight feet high. The second foundation is a second solid platform, built on top of the first, thirty feet long, twenty feet wide and eight feet high.

[Extract from Rev. Doane's journal]

The following extract from Rev. Mr. Doane's journal, while natives were engaged in laying a Ponape foundation of his house on Jeloits, is testimony exactly to the point.

"I was not a little interested in the earnestness with which they worked. Surely, if there were fifteen or twenty thousand natives on the island, they could accomplish any piece of work they undertook. The way in which especially the stones, very large ones, were laid hold of and brought to the place, suggested to my mind a sufficient explanation of the structure of the large ruins on this island. Supposing at some past time the population may have been 20,000, and this large number controlled by religious zeal, and powerful and ambitious chiefs, I think, from the way natives today took hold of the large stones requiring five or six men to carry one, the work on these ruins can be readily accounted for. All that is needed is some powerful will to command."

[The opinion of Rev. Sturges]

Says the Rev. Mr. Sturges in the Journal of Missions, August, 1856:

"Some have supposed these walls were for defence, and that they were the work of a more civilized people than now live here. I see no necessity for either, as the whole would seem to be of use in the religious rites of the present natives; and there is nothing about them requiring any more skill than is found among this people. The only wonderful thing is that so much labor should have been performed without machinery."

It is also objected: (2) that this people have no knowledge of the builders of these structures, have no traditions concerning them, and that they have nothing whatever to connect them with the ruins themselves. This objection is founded on as total misapprehensions as the first.

They have many a tradition concerning them. They unhesitatingly say the “Ani” built them, and Hale most correctly conjectures that “when the natives say these structures were raised by ‘hand’ or ‘animan’ (spirits), they may be merely referring them to their ancestors, the actual builders.” They not only “may be” but most certainly are. It is true that some of their “ani” or spirits, are self-existent but the great mass, and those that receive the most immediate worship, are but deceased ancestors, and every person of every age and grade, immediately after death, even before burial, is termed an *ani*. I will reserve for another paper a detailed notice of some of the most interesting of these traditions.

There are not, however, only traditions connected with these ruins, but a large number, if not all, of the stated religious ceremonies are connected with them, and are performed in or by them. As has been already remarked, several points among the islets of Metalanim, including the celebrated Nantoaj, are places of worship at various different seasons of the year, and are so sacred that the mass of the common natives do not, to this day, enter their more *tabu* parts, unless in the convoy of a missionary, and even then but few of them and with hesitancy. So also of many places in all parts of the island.

The objects for which these structures were built.

It might well be conjectured that such a stone-laying people might employ stones for various different objects on an island where this material so abounds—and the differing appearances of the ruins confirm the idea:

1. The long apparently aimless, lines of stones may have been to form substantial paths, and perhaps to preserve the land on the declivities from being washed away, and a secondary purpose may have been to partially rid the cultivated land of the stones. This last seems to be the more palpable intent of the irregular stone piles in some of the more rocky parts. On a smaller scale, it is to this day performed by the inhabitants of these localities, so as to employ to advantage the little earth found between the rocks. Some walls of this character are to be found in some of the rocky portions of the Sandwich Islands, and probably other South Sea islands. In a few cases, the attempt at a rude wharf can be detected, alongside of which, at high tides, canoes do to this day lay with advantage.

2. The enclosed spaces with vaults were, without a doubt, places of sepulture, the vaults being tombs. The natives readily acknowledge this. Often human bones, not fully decayed, may be found in the vaults, from which it is evident bodies were deposited in them at no very remote period, for bodies laid comparatively exposed like these could not many years remain in such a humid climate as this. The vaults on Nantoaj islet were the places of sepulture for the highest chiefs of this tribe till since the residence of foreigners on this island. They have only ceased to be tombs since the natives learned to fear the intrusive Yankee. It is by no means to be supposed that entombing was in ancient times the only mode of disposing of the dead, for it was probably the more noted

chiefs and priests that were thus honored. This mode of honoring the dead has been gradually less and less resorted to till now it is discontinued.

The quadrangular walls without vaults may possibly, some of them, have been the boundaries of special lots, gardens, or family inheritances—but some of them, we have good evidence, enclosed places of burial which will incline us to view them all as marking burial places. Some such places are still most sacred, and religious services are performed in connection with some of them. Some of the structures on the islet Pankatera, where chiefs have undoubtedly been buried in graves, or concealed in vaults, are of this nature.

I have not, on this remote island the requisite books for verifying my conjectures, but I am strongly impressed with the idea that structures of the general character mentioned under this head are to be found on many of the Polynesian islands. Ancient ruins, conjectured to be tombs, are found on the Tonga or Friendly Islands.¹ Many of the sacred enclosures on the Society Islands were mere parallelograms enclosing sacred houses.² And the “*heiaus*” of the Sandwich Islands were certainly of this general character. The idea of sepulture may have become disconnected from such structures before the race entered these most eastern islands, while yet the style of building was retained.

3. The islets near the mouth of the Metalanim Harbor are, I think, the result of a taste for residence in very close proximity to the sea, and probably the high chiefs of the whole island once resided near each other in this miniature Venice. The chiefs of Strong’s Island to this day tend to congregate on the small island in their weather harbor, where the structures are in some degree insular and submerged as here. The common taste for such “marine” cities will probably yet be traced to habits in the “fatherland” from which they diverged. It is palpable also that the labor of erecting such structures is greatly less from being close to or in the ocean. The prisms of which these ruins are built must have been brought from the northern aspects of the island, distances of from eight to fifteen miles.

The quadrangular walls, with or without vaults, together with any other superstructures, were probably added to some of the islets on the decease of the prominent residents. If any prefer, however, it would not be an eccentric theory to suppose the islets employed as places of burial were specially built for that very purpose, and that the others grew around them as about central points.

The walls running along the northeastern aspects of this vicinity and extending to the edge of the deep water seem very probably to have been a barrier against the heavy swell of the northeast trade winds.

It is interesting to remark that one of the most regular of the islets, standing quite by itself in a very central locality, is reported to have been the site of a large feast-

1 Latham’s Natural History of the Varieties of Man.

2 Ellis’ Polynesian Researches, Vol. I.

house, and that a few years since the inhabitants of the Jekoits took the measure of it and built a feast-house on Jekoits Island of the very same size.

This submerged locality may, even to this day, be considered the headquarters of the whole island. More important ceremonies are performed here than anywhere else, and many of the performances in other places have some reference to those here. The chiefs and priests of this tribe are, to this day the most bigoted, and are the rallying points of the island's crumbling heathenism.

Mr. Hale's suggestion that the whole island of Ponape has undergone "slight depression" since these structures were erected, seems, on inspection to be no ways probable. The foundations of these islets are laid on the coral reef that rises an inch or two above the very lowest stage of the tides. To those acquainted with the entire reliance of these people on canoes, even to this day, as vehicles for moving for even the shortest distances, it seems not at all improbable that, in building anything extensive, a submerged locality should be selected.

I hazard no special remarks on the objective of the long mounds as I had no opportunities for sufficiently examining the two or three that are known to exist. From what I have seen and from tradition, I judge them to be connected with the "noble" dead—the "*ani*."

D3. The Fauna of Ponape, or Ascension Island, of the Pacific Ocean. By L. H. Gulick, M. D.

Source: Article in The Friend, Honolulu, March 1858.

There are only three specimens of indigenous *mammalia*:

1. A small **dog**, not more than eighteen inches in height and proportionate length. Its hair is long and sleek, its ears short and erect. The posterior hairs of the tail as it curves upwards are peculiarly long, which gives it a quite bushy appearance. It is a sprightly, but unintellectual variety, worth little save as a companion and as food for a degraded race of humans, and as furnishing retreat for the lice their masters deem such a luxury.

2. **Rats**. The variety here found is a peculiarly disgusting specimen, and is very numerous represented. They are very destructive in gardens, rooting up the seeds of all leguminous plants, and even devouring young chickens, and attacking setting hens.

3. **Bats**. The natives distinguish two varieties, a large and a small; but I am not satisfied that the cause of difference is anything but age. The largest individuals will measure eighteen inches from tip to tip.

Whales and porpoises are comparatively numerous in the surrounding seas.

OF BIRDS there are twenty nine or thirty species. They are distributed probably in the following proportions among the different orders as classified by Swainson.

1. Of the Rapacious birds, one species, a small owl.

2. Of the Perchers, fourteen or fifteen species. The notched-bills (Dentirostrial) number 11 or 12 species. I do not know of any conic-billed, nor any suctorial birds.

There are two swallow-like birds, a king-fisher, and a nightjar, and one climber, a small parrot.

3. Of the swimmers, there are six species—one that may be a sea-duck, the rest gulls, one of which is the tropic-bird (phæton).

4. Of the waders, our plover, one sandpiper.

5. Of the gallinaceous birds, two pigeons, the *iptilinopus cyenovireus?* and the *carophaga oceanica*, and a small, partially domesticated fowl.

The number of individual REPTILES is great, though confined to a few species. At least two species of turtle are found in our waters, the green turtle and the hawk's-billed turtle. They visit the uninhabited Ant group to deposit their eggs. The so-called tortoise-shell forms an export of some value. There are several species of lizards, and these constitute the main body of the island *reptilia*. We have one variety of what I suppose may be an iguana, and also a species of gecko.

I need scarcely remark that the varieties of FISHES are very numerous—and more than this I will not attempt to report. A fresh-water eel is an object of great veneration and fear. A species of harmless shark is very abundant. A large sting-ray (probably a *trygon*) frequents the coral flats, and is the occasion of much fear to wading fishermen.

INSECTS are somewhat numerous, but are probably distributed through a comparatively small number of genera. Cockroaches and dragon flies are the largest insects we have. One species of small white ant is a source of some trouble. There are six or more kinds of true ants, that are not of the most intrusive and destructive kinds. The cosmopolitan horse-flies and fleas are found, but are not troublesomely numerous. Mosquitoes are bred by myriads in our swamps.

Of the ARACHNIDA I can only say that a few varieties of spiders are found, one only however of any importance, whose feet, when expanded, cover a space of three inches diameter; and that a small scorpion is occasionally seen, but is not at all feared.

The CRUSTACEA are a very interesting portion of our animal kingdom. We have a large delicious crawfish, and a great number of marine crabs, one of which is truly gigantic, its claws being often each ten inches in length, and the longest diameter of its carapace seven inches. A small crab burrows by myriads in the sandy shores, over which the tides ebb and flow. There are several kinds of land crabs. The species of hermit crabs (pakurians), in particular, must be numerous. They are the most interested spectators of our conchological cabinets. In our open houses and rude cases they have free access to our shells, and may almost any time be heard rattling around among them. They bring their worn-out habitations, and deposit them in exchange for some of our finest specimens. On a moon-lit night they many often be found congregated by scores in our unfloored out-houses. On the neighboring low group of Ant, there is found what I think must be a species of *birgus*, said to climb cocoanut trees and husk the nuts. Large crabs burrow in clayey soils, and may sometimes even be heard scrambling in our houses. They form delicious morsels. I know of but one kind of fresh-water shrimp.

The MOLLUSCA are numerous, and attractive, but it is little I can, as yet, report concerning them. Without having done more than induce the natives to collect for me, I

have on my shelves about one hundred species. A small squid is eaten by the natives. One species of nautilus is drifted on shore always in a mutilated condition. The natives suppose it to be a fallen star! Of the gasteropods, Edwards order *Posobranchiata*, I am able to recognize the following genera, besides which there are several, that, with my present knowledge and appliances I cannot determine:—Stromb (*strombus*); several species of scorpion-shell (*pteroceras*); frog-shell *J(renella)*; spindel-shell (*fusus*); auger-shell (*terabra*); dog-whelk (*nassa*); at least two species of helmet-shell (*cassis*); three or four of the tun (*dolicem*); hharp-shell; olive or rice-shell; eight or ten species of cones (*conus*); several of the mitre-shell (*mitra*); fifteen or twenty of cowries (*cyprea*), among which are orange cowry, the map cowry, and the money cowry, that have been taken to the East India markets; *ovulum*; *sigaretus*; *cerithium*; nerite (*nerita*); trochus; and ear-shell (*haliotis*).¹ I am surprised that as yet I have discovered but six or seven of the terrestrial pulmoufera. Of the conchifera or bivalves, I have fifteen or twenty varieties.

Of the RADIATA I only know that our waters are alive with them. Twelve or fifteen species of the biche de mer (*holothuria*) are found, though the varieties most valued in China are comparatively scarce. Biche de mer has several times been cured here by foreigners for the Hongkong market.

D4. The Flora of Ponape, or Ascension Island, of the Pacific Ocean. By L. H. Gulick, M. D.

Source: Article in The Friend, Honolulu, April 1858.

Ponape is clothed with vegetation from its highest peaks quite into the ocean, and so dense is it that a passing vessel can scarcely discern a house of the hundreds that are scattered along its whole circumference; and but for the smoke of domestic fires, and the canoes gliding with magic sail and paddle within the encircling reef, the island might readily be thought uninhabited. The whole island is but an uninterrupted forest with the exception of a few spots on the leeward slopes that are covered with a short coarse grass, whose green is of quite a yellow cast, and contrasts strongly with the intensely deep (almost black) green of the surrounding thickets. These grassy areas embrace from three or four to fifty or a hundred acres.

The growths of heavy timber are by no means confined to the dry land, but extend far out into the coral flats, wherever aluvial deposits are lodged, there forming most extensive mangrove swamps, in which are found several kinds of trees, but principally varieties of the *Rhizophora*. The marine trees are themselves active agents in promoting the accumulation of alluvium, their numerous adventitious roots most conservatively detaining the mobile particles. The area of these swamps is yearly extending, the intervening spaces between different patches, that form so many creek-like passages, being continually lessened, and the outer coral flats becoming more and more green,

¹ Ed. note: Otherwise known as abalone.

particularly since the desolations by smallpox in 1854, since which fishing parties have much less actively tramped the flats to the prejudice of the rapidly germinating mangrove.

The luxury of vegetation gives a peculiar softness to the scenery of this otherwise rugged island. But the dead uniformity of its unbroken, sultry, green, must, I think, detract much from its romantic beauty as compared with many tropic islands. Nor does the uniformity pertain only to color; even the circumstances of varying height and form are apparently denied to the different tribes of trees, so completely does the mantling canopy of vines bind tree to tree, bridge every slight hiatus, and blend every peculiarity in one gently undulating flood. With the exception of two or three varieties of palms, that occasionally skirt the shore like the cocoanut, or stand in princely distinctness like the sago, the eye vainly seeks for something in form or altitude to relieve the luscious scene.

The poetic mind, the botanic eye, and the practiced pen of a George Forster, a Darwin or a Humboldt, are needed to give a spirited and complete report of our island's flora. All that is possible for the present writer is to enumerate the edible plants.

There are several representatives of the **taro** family, *Aroidæ*. Some of them in the damp forests, run up to the height of trees, and send out branches and may be climbed. The stems, or rather aerial portions of the root, of these that the natives name *ot*, but whose scientific designation I cannot determine,¹ make a very palatable and nutritious food, especially in times of famine. Several varieties of the common taro (*arum esculentum*) grow wild, and are occasionally eaten, but are of an inferior quality.

The natives distinguish no less than six varieties of **sugarcane** (*saccharum*). These are distinguished by the color of their cuticle, which is an index to the various degrees of compactness, juiciness and sweetness of the interior. One variety, of a light yellow, I have been informed by an intelligent native of the Isle of France,² is the same kind that makes the best sugar on that island.

The fenus **pandanus** is represented by at least two varieties. It is possible they should both be denominated *pandanus odoratissimus*, for it is true that the fruit, if not the male flowers, are very pleasingly fragrant. I should prefer, however, to name one of them *pandanus esculentum*. On this island, as on all the low islands of at least Eastern Micronesia, (which comprises the Kingsmill and Marshall Islands) the female spadices are highly esteemed, and even carefully preserved, as important articles of food. A large proportion of each drupe is pulpy and sweet, and no doubt highly nutritious, and, to one accustomed to them, certainly quite as palatable as sugarcane. No-one having visited Micronesia would remark of the pandanaceæ: "It can scarcely be said that the plants of this order are of any known use to man, except as furnishing, in common with many others, a good material for thatching." This variety of the *pandanus odoratissimus*, which I term *pandanus esculentum*, grows alone on the sandy atolls. The leaves

1 Ed. note: Now spelled 'ohd', it is a variety of *alocasia macrorrhiza*.

2 Ed. note: He refers to Mr. Dudoit.

of both varieties, but particularly the upland, are used on this island for the construction of curiously plaited mats.

The **yam** (*dioscorea*) is extensively cultivated. There are several indigenous varieties, some of which grow wild and are but very indifferent eating, while others are cultivated and are the finest of esculents. A number of varieties of yam now found on the island are spoken of as foreign. Most of them have been introduced since ships began to visit the island, though some were brought from other groups of Micronesia by straying companies in their ship-like canoes.

The natives distinguish eight or ten varieties of **cocoanut** (*cocos nucifera*), depending on the character of the nut. The inside husk of one variety is considered sweet and edible by the natives, for which it is more valued than for the contained water and meat. The cocoanut thrives wherever planted on this island, though the most usual localities here, as elsewhere, are along the shores and on the coral islets.

The leaves of what I think must be a species of the sago (*sagus*) are used for thatching. It usually seeks quite moist localities. It stands perfectly erect and spreads its magnificent tuft at the maximum of perhaps 75 feet. The surface of its fruit is broken into lozenge-shaped spaces which are so arranged as to remind one of scale armor. From a slight experiment, it seems probable that sago can be procured from it.

A plant very nearly allied to the **betel-nut tree** (*areca catechu*), if it be not indeed the genuine plant, is occasionally to be seen. The natives frequently chew the unprepared root [rather nut], but never combine it with line and betel leaves, as in the East Indies, and as even on an island so near as Yap.

A species of **arrowroot** (*tacca*) is scattered plentifully about the island, and might be made a comparatively considerable article of export. It is peculiarly abundant on the Ant Group.

The genus **ginger** (*zingiber*) has at least one representative here. Its root-stocks have much of the aromatic property peculiar to the genus, and are used by native practitioners for cataplasma.¹

Of the **banana** (*musa*) there are many varieties—neither Malabar nor Sumatra can boast of more—fifteen or twenty may be mentioned. The general remarks will readily hold that their fruits are not of the most delicate kinds, though most of them can be in various ways so prepared as to be very palatable and important articles of diet, and at least two varieties will hold their place among the most luxurious of tropical fruits—specimens of the veritable *musa paradisaca*! I cannot certainly determine whether we have the particular plant of the Philippine Islands named *musa textilis*, but it is interesting that several varieties here found produce a fibre that cannot be distinguished from the Manila hemp. The natives have, from time immemorial, known how to prepare and variously dye this fibre, which they weave into very tasteful and durable belts, that the men wear bound about the body just over the umbelical region, above their cocoanut skirt. One variety, of which little care is taken, produces but abortive fruit, yet

1 Ed. note: The ancient Chamorros had the same medicinal use for this plant.

compensates for its sterility by furnishing what the natives deem an edible stem, quite tender and sweet, and slightly nutritious.

At least one variety of the **laurels** (*lauraceæ*) is found here. It must, from its sensible properties, be a species of **sassafras**, but I have no means of determining its specific designation. Considerable quantities of the bark of its stem have at different times been taken by traders to the Hongkong market.

The **awa** [i.e. kava, or sakau] (*piper methysticum*) grows luxuriantly, and is most assiduously cultivated. It sometimes runs up to the height of fifteen or twenty feet. The natives distinguish two varieties—one having a drak green stem, spotted black, the other a very light green bark, even yellowish. I think both kinds are palopably less acrid and actively narcotic than the *piper methysticum* of Eastern Polynesia. The natives make most extravagant use of it as a narcotic beverage. The roots are pulverized, water added, and the juice expressed through fibres of the hibiscus bark. Some chiefs drink quarts of this daily, yet the only results are a temporaty drwosiness that passes away after a doze of an hour or two, a diminished appetite, and sometimes a slight nausea and gentle retching. Nothing is ever seen of the peculiar desquamating effect upon the cuticle reported as the result of ava-drinking on the Hawaiian Islands. I conceive that the peculiar narcotic principle of the plant may be less concentrated in this humid climate, than in the drier regions of the Pacific.

The **breadfruit** (*artocarpus*) is the great fruit-producing genus to the inhabitants of Ponape. Without it they would starve, or be reduced to the dire necessity of slight labor for their sustenance; with it, no lords of creation are more independent. It forms most extensive groves, even forests. It is cultivated with all the care it requires, and also grows wild over every portion of the island. The months of the northern summer are those during which the great harvest is gathered. There is another slighter crop in the winter or trade-wind season; and scattering trees may be found bearing during every month of the year. The crop is somewhat uncertain. The same trees seldom bear well two successive seasons, and an excess of moisture as well as drought most sensibly affects it. I think the native classification of the different kinds of breadfruit very interesting. They distinguish three principal divisions, which may perhaps be termed species, principally, though not exclusively, based on the character of the fruit—a classification which I cannot but think more philosophical than that depending on the very accidental condition of ointegrity or incision of the leaf:

1. The *mai mat*—that which is commonly called the jackfruit.¹ The leaves of some varieties are deeply lobed, while others are not at all. The fruit is rough and very irregularly oval, and produces large seeds. Its peculiar characteristic is that, when ripe, the fruit is eaten raw.

1 Ed. note: The word 'jackfruit' ('jaquier' in French) is reserved for this species, the *artocarpus heterophyllus*, or 'langka' of the Filipinos.

2. The *mai'n jarak*.¹ The leaves of the greater number of varieties of this species are deeply incised, while some are most emphatically *integrifolia*. One variety alone produces seeds. The principal characteristic of this species is the roughness of the fruit, occasioned by the pointing of the coherent sepals of each floweret. The number of distinguishable varieties of the “mai'n jarak” is astonishing. I have the names of over fifty.

3. *Mai'n iwa*.² Its leaves are both lacerated and perfect. The foliage and bark are less hirsute, and of a slightly lighter green than those of the “mai'n jarak”. In the fruit of the “mai'n iwa” the flowerets are more closely blended, both interiorly and exteriorly, than in either of the other species. From this results an extreme smoothness of the rind, and a compactness of the fruit even to the very interior fibrous stem of the spike, that are characteristics markedly different from the fruit of the “mai'n jarak”, where each floweret is not only distinct at its free extreme on the surface of the fruit, but also again at its base about the interior stem; and most especially different from the “mai mat”, where the degree of adhesion between the flowerets is at the minimum, there being scarce sufficient agglutination to connect the flowerets of a spadix into one fruit.

The **mango** has one representative, in a tree that bears a fruit certainly not unpalatable on an island so destitute of tart fruits, but which is quite fibrous and not to be compared to the *mango indica*.

One variety of the **orange** grows wild. It bears a fruit two and a half inches in diameter, which no-one will be liable to confound with the *pomme d'Adam*. Its rind is thick, quite aromatic when ripe, and very bitter. The interior is coarse, dry and somewhat bitter and sour. I know not whether it be best designated as a *citrus aurantium*, or *citrus bigaradia*

D5. Mr. Andrew Garrett, the Naturalist.

Source: Article in The Friend, Honolulu, Oct. 13, 1858.

Some eleven years ago [circa 1847], in our visits among the ships in the harbor of Honolulu, we met an American sailor who attracted our attention by his enthusiasm in collecting shells, and making accurate drawings of the numerous specimens in his possession. He was then before the mast on board the **E. L. B. Jenney**, Capt. Allen, a sperm whaleship.³ We recollect to have accompanied him to the fore-castle, and beheld, with delight, the collection which he had already made. In reply to the question, “Why did you ship before the mast?” he answered, “In order to study conchology.” Years have elapsed, and now it is our privilege to meet Mr. Garrett, the conchological sailor. We are happy to learn that, during the years which have intervened since our first interview, he has been actively and constantly engaged in the study of Natural His-

1 Ed. note: Now written “mein sahref.”

2 Ed. note: Now written “meinuwe.”

3 Ed. note: The Eliza L. B. Jenney visited Micronesia during that voyage, in 1847-48.

tory in its various departments on conchology, botany, ichthyology, entomology, ornithology, &c. He is now employed by the most learned Naturalist of the age, Professor Agassiz, of Cambridge University, Massachusetts, to collect specimens of all the fish in the waters around the Sandwich Islands. Already he has succeeded in collecting about 200 different varieties, and is preparing colored drawings of the same. We have seen specimens of these drawings, and are impressed with their life-like appearance.

...
In concluding our remarks, we would merely add that, it afforded us much pleasure to learn that Mr. G. was remarkably successful in collecting conchological specimens while attached to the **E. L. B. Jenney**. He took home with him more than twenty cases of shells, collected in all parts of the Pacific. The voyage lasted four years and a half. Capt.; Allen kindly afforded him every facility for gathering and preserving his large collection. This was exceedingly praiseworthy on Capt. Allen's part, and we here take pleasure in bearing our testimony to the Captain's generosity and kindness to his conchological sailor.

Document 1857E

**Another economic report from Pohnpei in
1857, by Rev. Gulick**

Source: Article in The Friend, Honolulu, March 1858.

Note: The first part of this article is religious in nature, and appears in Vol. 25 as Doc. 1857M6.

Letter of Rev. L. H. Gulick, dated Pohnpei September 1857

Ascension Island, Pacific Ocean.
September —1857.

Rev. Mr. Damon,
Dear Sir:

It is now five years since our mission company first arrived on this island.

...

We estimate the native population at about 5,000. The foreign residents, independent of missionaries, vary from 25 to 30. I have no sympathy with many of their habits and methods, yet whatever character Ascension Island whites may in past years have had, it is but simple justice for me to say that the most of these pilots and traders deal as fairly for ships as men in like positions in most parts of the world. Though our efforts at enlightening the natives, and the consequent effects it has in teaching the natives to trade for themselves with ships tends to interfere with the monopoly the white men have for long oyears enjoyed, several of them are willing to have us teach their own wives and dependents. In the Kiti tribe ships may now, if they choose, trade directly with the natives, and this is also fast becoming true in the Metalanim tribe. As fast as this is effected the true interests of natives, and foreigners and ships will be subserved.

It may not be amiss to state that wood now sells for from six to ten pounds of tobacco a whale-boat load or cord; that is, from \$1.50 to \$2.50, for tobacco can now be readily purchased every shipping season at 25 cents a pound. Yams stand at the uniform price of six pounds a barrel, which is equivalent to \$1.50 cash. There is no charge for water, though some one usually, if not always, takes the job of filling the casks, for which there is a slight charge. The other recruits for ships are about as in other years. Pigs and fowls are scarce. Wood and water and pigeons plenty; and pretty good yams are plenty in the early part of the season, or if too many ships do not call for them. Ba-

nanas are usually abundant. Pine-apples are now comparatively numerous, especially in the northern summer when they ripen. Pawpaws are very numerous, and very fine both ripe and green, as a fruit and as a vegetable. Fish can sometimes be procured in considerable quantities.

Deserters will generally be secured if the ship can delay two or three days, even if they escape into other tribes. The bounty for securing deserters should not, and need not, exceed \$10, or at the utmost \$15, though some captains have very unnecessarily offered as high as \$200.¹ The weather and lee tribes (Metalanim and Kiti) furnish about equally good and cheap recruits. In the lee tribe one chief alone receives presents; in the weather tribe, which is sometimes a little bothersome, though if a captain be uniformly friendly and straightforward, there is no great trouble. Ships are equally safe from depredations in either tribe, though a captain, here, as elsewhere, must be properly watchful. No more, perhaps not as many, accidents have happened in the least commodious "Middle Harbor" (Ponatik) than in any other. The charge for piloting is twenty dollars. It may interest some to hear that the orange, tamarind, shaddock and coffee are being successfully introduced and will, ere long, become plenty. I am happy to acknowledge several large seed-cocoanuts from St. David's [Mapia] Island, by Captain Akin.² Nutmeg seeds from Captains Akin and J. L. Smith³ have lost their vitality, and will not grow, to my great sorrow, for Ascension Island might readily rival "the Spice Islands."

The following table may be of interest to the seafaring readers of the *Friend*. It is brought up to the 1st of Sept. 1857:

-
- 1 Mr. Damon—Dear Sir:—I think my husband has meant to have this \$20 instead of \$200, though I cannot be perfectly sure. Mr. Doane thinks as I do.—Mrs. L. H. Gulick.
 - 2 Ed. note: Captain Akin, of the barque Winthrop (see below).
 - 3 Ed. note: Captain Smith, of the ship Newark (see below).

Number and class of vessels touching at Ascension Island, Pacific Ocean.¹

Harbors and types of vessels	52-53	53-54	54-55	55-56	56-57	57-58	58-59	Total 7 yrs
Metalanim, Metalanim Tribe:	2	1	1	--	2	1	--	7
Ponatik Harbor, " "	6	13	20	16	8	11	13	87
Panian Harbor, Kiti Tribe:	1	1	1	--	--	--	--	3
Kiti, or Lee, Harbor, " "	19	17	20	7	8	9	3	83
Jekoits Harbor, Jekoits Tribe:	1	--	--	--	--	--	--	1
Poitik Harbor, Nut Tribe:	--	1	--	--	1	--	--	2
Whalers:	25	30	40	23	17	19	16	171
Traders:	3	2	--	--	2	--	2	9
Merchantmen:	--	1	1	--	--	1	1	4
Steamer:	--	--	1	--	--	--	--	1
Missionary vessel:	1	--	--	--	--	1	1	3
Total ships:	29	33	42	23	19	21	20	188

Ed. note: Five ships have not been assigned to a specific port.

Capt. Akin desires the following note to be reported in the *Friend*:

"Last year met a shoal or reef a mile long, running N.E. and S.W. It was smooth, fine weather at the time, and there were but few breakers on the shoal. I passed within a mile of it, and know that my reckoning was right, for I made the Bonin Islands in a few days, and found it so. The shoal is in lat. 20°37' North, long. 131°02' East from Greenwich.² It is not laid down on any chart I have on board."

Believe me, ever yours, in Christian bonds,
L. H. Gulick.

1 Ed. note: I have modified this table, interchanging rows and columns, then adding adding two more years, from information provided by Rev. Gulick in his letter dated November 1859.

2 Ed. note: This is no shoal 15° due west of Uracas, the northernmost of the Mariana Islands, except at long. 137°. Therefore, the above- given longitude must be a misprint. The danger in question corresponds to Parece Vela, alias Douglas Reef, now called Okino- Tori by the Japanese who claim it as their own.

Document 1857F

The bark Alice, Captain George C. Penny

Sources: Ms. log in the Cold Spring Harbor Whaling Museum, Long Island, New York; PMB 688; Log Inv. 220.

Note: The barque left Cold Spring Harbor on 6 November 1854, and returned on 23 April 1858.

Extract from the log

...

Saturday 31st [January 1857]

This day commences with a light pleasant breeze from the East at 1 AM we saw Guam we hauled back until 4 AM heading Northerly wearing ship and running down the land. At 8 AM we took a pilot and he took the ship to anchor in the harbor Bark **Messenger** at anchor also a schooner at 2 PM ship **Syren Queen** came to her anchor so ends the day pleasant Employed at smoking ship.

Sunday Feb 1st

This day comences pleasant so ends the day pleasant Capt Penny went ashore this morning[.] opened the hatches at 9 PM.

Monday Feb 2nd At anchor in Guam Harbor

This day commences with pleasant weather so goes the day pleasant[.] Capt Penny came down on board this morning we took on board 5 cord of wood and 7 bbls of sand.

Tuesday 3rd

This day commences with a strong breeze from the East and cloudy weather so ends the day cloudy at 3 PM we took our anchor and the Pilot took us out. Course for Hong Kong WNW.

...

Document 1857G

Guamanians shipping aboard whalers

Sources: Agaña archives (1900) and Safford's Papers in LC Mss. Div.

Letter of Governor de la Corte, dated 17 January 1867

Original text in Spanish.

Exmo. Sor.

En varias comunicaciones he tenido el honor de llamar la atencion de V.E. acerca del interés que ofrece para este pais el asunto del embarque de naturales en los buques balleneros. Por una parte la saca de hombres en un pais de tan escasa poblacion es un mal, pero por otra la concurrencia de los buques es un beneficio mayor al cual de aquella saca y si estos volviesen lo sería tambien para ellos esta escuela en que se obtendrían marineros buenos, lo que interesa tambien mucho á este Archipelago.

Ese superior Gobierno deseoso de consiliar ambos extremos y con el mejor deseo me dió en 8 de Junio instrucciones para la comision de reforma de este pais y en su articulo 3º se insertarán mas condiciones segun las cuales podía permitir el embarque de los naturales y en su cumplimiento las practiqué el año pasado aunque con bastantes dificultades y aun forzosas modificaciones de que tengo dada cuenta á V.E.

A pesar de esto por los buques llegados de Honolulu en estos dias he sabido que el método adoptado en el año pasado ha producido algunos inconvenientes en lugar de las ventajas deseadas por el Gobierno; pues he sabido de un Capitan de buque que á pesar de un contrato de devolver los individuos á estas Yslas los ha desembarcado en Honolulu y para salvar el deposito que habia consignado en este Gobierno há usado del mal arbitrio de descontarselo á los mismos individuos de sus devengados. Cierto és que podrá en su dia exigirsele la responsabilidad, pero no es menos cierto que los individuos han sufrido por de pronto un grave perjuicio cuyo reintegro es muy lejano y que conocido este sencible camino prodrá repetirse este hecho por otros buques producirá malos directos á los naturales á quienes suceda á indirectos al pais en razon á que esto acarreará disgustos con muchos Capitanes y todo comercio es tan asustadizo que no seria de estrañas que en cuanto ocurriesen varios casos que hayasen de aquí muchos buques todo esto se evitaria.

Exmo. Sor procurando como tengo hecho presente á V.E. que se recojan de Honolulu los naturales de estas Yslas que quedan allí desembarcados y teniendo en aquel

punto un Agente del Gobierno que los proteja contra la arbitrariedad de los Capitanes de los buques, para quienes debo confesar á V.E. es un notable perjuicio el obligarlos á la devolucion de los individuos á esta Ysla pues muchos de los barcos completan sus cargamentos en la pesca ó los trasbordan en Honolulu y suelen no volver aquí en varios años, y han de tener que pagar pasages ó entrar en otros tratos gravosos con otros Capitanes y no es dudoso que ha de adoptar cuantos recursos puedan para libertarse de aquella traba.

Creo, Exmo. Sor., que antes de ahora ha habido un Consul ó Agente Español en Honolulu y me atrevo a hacer presente á V.E. que si es asequible será muy conveniente para los naturales de esta Ysla el que lo haya y que se ocupe de recoger y remitir á esta todos los naturales que quedaran allí desembarcados y á quienes no deberá permitirse embarcarse allí con otro destino que para su pais.

*Para que este ultimo pudiese tener lugar con seguridad deberá procurarseles medio de transporte y á este fin suplico á V.E. se sirva autorizarme para enviar á aquellas Yslas la Goleta **Secreto** único buque con que cuentan estas Yslas para todo servicio marítimo y me atrevo á esperar que por este medio podré recoger desde luego muchos de los naturales, algunos casados, que hace largos años estan ausentes de su pais y al mismo tiempo hacer regresar sucesivamente los que en cada año se embarquen aquí para verificar su desembarco en Honolulu como lo desean todos los Capitanes y como me parece el único medio de obtener buenos resultados.*

Esto Exmo. Sor. podria verificarse sin gravamen ninguno del Erario y ademas del citado benreficio se obtendría el poder recibir por el mismo buque con seguridad el correo todos los años cesando esta incomunicacion que tanto perjudica estas Yslas, razon es todas que me obliga á suplicar á V.E. con empeño se digne darme aquella autorizacion.

V.E. no obstante resolverá lo mas acertado.

Dios guarde á V.E. muchos años.

Agaña 17 de Enero de 1857.

Exmo. Sor.

Felipe de la Corte

Translation.

Your Excellency:

In various communications I had the honor to call the attention of Y.E. on the interest that is offered for this country the subject of the embarkation of natives aboard whaling ships. On the one hand, the departure of some men from a country where the population is small is an evil, but on the other hand, the visits of ships is a benefit that is greater than said departure and, if they were to return, that too would be a benefit for them, as it is a school where they learn how to become good seamen, something that is also of interest for this archipelago.

Your Superior Government, anxious to reconcile both extremes and with the best of desires, game me on the 8th of June instructions for a commision to reform this

country and in Article 3 more conditions were to be inserted more conditions, such as allowing me to let natives ship on board ships. Lst year I did so, although with some difficulties and even with some modifications which I have reported to Y.E.

In spite of this, I have learned by ships arrived from Honolulu recently, that the method that was chosen last year has procuded some disadvantages instead of the advantages hoped for by this Government; indeed, I have learned that the captain of a ship that, in spite of a contractual obligation to return the individuals to these Islands, they habe been disembarked at Honolulu and, to save the deposit he had consigned to this Government, has used the bad trick of deducting this from the earnings of those same individuals. True it is that, one day, he will be made to assume his responsibility, but it is nevertheless true that the individuals inquestion have already suffered a grave prejudice, as said reimbursement is very far off, besides the fact that, once this trick has been learned by other ships, it will produce more evils directed at the natives, with indirect consequences for the country, as the captains will not like it at al, and commerce being so shaky as it is, many ships would purposely avoid these Islands as a result.

Most Excellent Sir, if one were to succeed to pick up from Honolulu the natives of these Islands who have been stranded there, as I have already mentioned to Y.E., and by having there a Government Agent who would protect them against the arbirary conduct of the sea Captains. However, I must confess to Y.E., that it is indeed a noteworthy disadvantage to them when they are obliged to return the individuals to this Island, because many of the ships end their cruise there, or sent home their catch there, and may not return here until many years have passed, and therefore have to pay the men's passages or otherwise enter into damaging arrangements with other Captains; no wonder do they adopt whatever ways to get out of that obligation.

I believe, most Excellent Sir, that there used to be a Spanish Consul or Agent in Honolulu and I dare say to Y.E. that it be obtainable it will be very convenient for the natives of this Island to have one and to have him take care of picking up all the stranded natives of this Island and sending them hom; they should not be allowed to go anywhere else.

In order to achieve this last object with certainty, a means of transport would have to be provided to them and for this purpose I beg Y.E. to please authorize me to send to those Islands the schooner **Secreto**, the sole ship belonging to these Islands for all maritime transport and I dare hope that by this means I will be able to pick up from there many of the natives, some of them married men who have not seen their families in years, and at the same time make sure that in successive years those who ship here and disembark at Honolulu (as is the wish of all the captains) will return by this means, the only one that I can see may give sure results.

This, most Excellent Sir, could be done without any cost to the Treasury and, furthermore, we would get the benefit that the mail would get here for sure once a year, thus ending the great prejudice done to these Islands, all of these being good reasons that urged me to beg Y.E. to please five me that authorization.

Nevertheless, Y.E. will decide what is best.

May God save Y.E. for many years.
Agaña, 17 January 1857.
Your Excellency,
Felipe de la Corte

Document 1857H

News from the Bonin Islands

Source: Agaña archives (1900) and Stafford's Papers in LC Mss. Div.

Letter of Governor de la Corte, dated 4 May 1857

Original text in Spanish.

Exmo. Sor.

En 17 de Diciembre de 1855 tuve el honor de comunicar á V.E. las noticias que tenía entonces sobre las Yslas Boninas.

Posteriormente he alquirido algunos datos que hacen algo creible que los americanos han hecho algunas gestiones con el Gobierno Yngles sobre la ocupacion de aquellas Yslas y ultimamente me han dicho haber leido en un papel público que se intentaba importar dos mil pobladores en aquellas Yslas.

Creo por todo esto Exmo. Sor. que si V.E. considera que por parte del Gobierno Español hay algunos derechos sobre aquellas Yslas sería de interés el comisionar alguna persona que investigara en Hong-Kong de los Yngleses y Americanos lo que hay sobre ellas y que consiguiente á ello me diese V.E. ordenes si asi lo cree necesario en el concepto de que segun le dije á V.E. sería facil cumplirlas desde aqui.

V.E. sobre todo dispondrá lo mas acertado, haciendo you á V.E. estas manifestaciones en descargo de mi responsabilidad.

Dios guarde á V.E. muchos años.

Agaña 4 de Mayo de 1857.

Exmo. Sor.

Felipe de la Corte &a.

Translation.

Your Excellency:

On 17 December 1855 I had the honor of communicating to Y.E. the news that I then had about the Bonin Islands.

Later on, I acquired some news that make me believe that the Americans have made some arrangements with the English government about the occupation of those Islands.

Recently I have been told that some newspapers have published the plan to settle 2,000 people in those Islands.

From all of this, I believe, most Excellent Sir, that if Y.E. may think that the Spanish Government has any right of possession over those Islands, it would be of interest to commission some person to investigate in Hong-Kong from the English and Americans what there is about them and consequently Y.E. may give me orders, if you should consider it necessary, based on the idea that I mentioned to Y.E. earlier that it would be easy to carry them out from here.

Above all Y.E. will decide what is best, as I simply make these representations to Y.E. to fulfil my responsibility.

May God save Y.E. for many years.

Agaña, 4 May 1857.

Your Excellency,

Felipe de la Corte, &c.

Document 1857I

The clipper ship **Northern Light** crossed Micronesia a few times between 1856 and 1859

Source: Howe and Matthews. American Clipper Ships, 1833-1858, pp. 418-449.

Note: Not to be confused with the whale ship of the same name.

The Northern Light

Medium clipper ship, launched Sept. 25, 1851, by E. & H. O. Briggs, at South Boston, Mass.; 171: 4 x 36 x 21: 9; 1021 tons. She was designed by Samuel H. Pook and was quite sharp below the water-line, with 40 inches dead rise. The figure-head was a full-length angel, in flowing drapery, with one arm extended overhead, the hand bearing a torch with a golden flame.

...

[After three voyages to San Francisco,] the fourth voyage was 123 days outward [to San Francisco]; thence to Calcutta and 91 days from that port to Boston. She had been reported as sold at auction in April 1854, by her original owner, James Huckins, to Captain Doane, for \$60,000.

Her fifth voyage was from Boston to Calcutta and return (May 1855-February 1856); Capt. Seth Doane in command. On the homeward run she left in company with the clipper ship **North Wind**, for New York and both had practically the same passage,—about 102 days.

The following voyage was 89 days from Boston to Manila and return to home port in 107 days; 78 days from Anjer. Her outward voyage is believed to be the record to the present time.

On the seventh voyage, she left Boston Dec. 11, 1856, and on Mar. 23, 1857, 102 days out, made Angaur Island, the southernmost of the Pelew group. Thereafter, for seven days, had a hurricane, which became a perfect typhoon; part of the time with tarpauling in mizzen rigging or under bare poles the ship rolling almost yard-arms in the water, with decks filled and the vessel straining badly; blew the maintopgallant mast over the side although the sails were all snugly furled and the yards pointed to the wind. Captain Doane had had in a number of typhoons in the China Seas and off the Bashee Islands but had never seen anything comparable to the present instance. Completing this voyage the ship loaded at Manila and was 115 days to Boston, 78 days from Anjer.

During 1857-1858 she made another round between Boston and the East Indies, after which she returned to the California trade and arrived at San Francisco, Sept. 12, 1859, in 116 days from Boston. Crossed to Shanghai in 45 days; went to Manila and from there was 53 days to San Francisco, with very heavy gales throughout, during which lost jibboom, sprung bowsprit and stove bulwarks. From San Francisco went to Acapulco; thence to Boston, arrivintg there Sept. 20, 1860.

...

Document 1857J

The ship Milton, Captain Halsey

Sources: Log kept in the New Bedford Free Public Library; PMB 350; Log Inv. 3291.

Extracts from the logbook of Captain Charles Halsey

...

Thursday December the 17 [1857]

... Hope [Arorae] Island in sight bearing NW. At 12 Mer. Lat. 2°6747' S., Long. 176°6710' E.

Friday December the 18

... At Hope Island. Obtained a few coconuts. At 6 p.m., kept off WSW... At 5:30 a.m., Rotch's [Tamana] Island in sight bearing W by N. Tacked. At Rotch's Island, got a few pigs, fowl & coconuts.

Saturday December the 19th

... Laying off and on at Rotch's Island. At 4 p.m., kept off W...

...

[Cruised the Carolines without reporting any sighting, and bypassed the Marianas on the way North. One year later, she went from Hawaii straight to the Marianas.]

...

Sunday January the 9 [1859]

... 3 islands in sight, Grigan, Pagon. Lat. 18°22' N., Long. 145°51' E.

Monday January the 10

... At 6 p.m., wore ship heading to the Eastward, Grigan Island bearing E by N distant 12 miles. Latter part... beating to the windward up to the Island of Grigan.

Tuesday January the 11

... Lowered at the Island of Grigan. Got some hogs... Latter part... bound for Guam. The last 24 hours, passed 7 small islands of the Ladrões Group. Lat. 17°12' N. Long. 145°50' E.

Wednesday January the 12

... Steering to the Southward... Latter part... 3 islands in sight. Lat. 15°13' N. Long. 145°30' E.

Thursday January the 13

... At 5 p.m., the Island of Rota in sight bearing SSW. At 4 a.m., kept off for Guam. At 11:30 a.m., the Pilot came on board bringing the 2 deserters. Lat. 13°35' N. Long. 145°30' E.

Friday January the 14

... Standing off and on at Guam. At 9 a.m., Capt. Halsey started for the shore. Could not land on account of a heavy breaker on the bar.

Saturday January the 15

... At 1 p.m., kept off W by S. At 5 p.m., saw a gam of sperm whale. Lowered, struck 2, lost 1 by having to cut. At 10 p.m., took 1 alongside. Latter part... employed in cutting, the Island of Guam in sight. Lat. 13°36' N. Long. 144°20' E.

Sunday January the 16

... Steering W. Saw nothing. No observation.

...

[Up again to the Yellow Sea, Japan Sea, Oskotsk Sea, then home.]

Documents 1857K

Various other whalers

K1. The Mercury, Captain Hayden

Source: Article in the Boston Daily Traveller, May 22, 1857.

Whalers.

A letter from Capt. Hayden, of barque **Mercury** of N. B., dated Pleasnat [Nauru] Island Jan. 12th [1857], reports her with 50 bbls. of sperm oil on board taken since leaving the Sandwich Islands; all well.

K2. The Winthrop, Captain Akin

Source: Article in the Boston Daily Journal, Apr. 17, 1858.

Whalers.

A letter from Capt. Akin, of barque **Winthrop**, of Fairhaven, reports her at Ascension [Pohnpei] July 24 [1857], with 475 bbls. sperm and 75 do. whale oil.

K3. The Eliza L. B. Jenney, Captain Marsh

Source: Article in the Daily Evening Traveller, Boston, Feb. 19, 1858.

Whalers.

A letter from Capt. Marsh, of ship **E.L.B. Jenney**, of Fairhaven, dated at Manilla Dec. 10 [1857], reports her arrival there the day previous from Guam for repairs, not being able to procure them at the latter port. Capt. M. writes as follows:—

“Having finished the Japan cruise, and being bound to Guam with 350 bbls. sperm oil on board, we met with a terrible hurricane on the 8th of Oct. 1857, m in lat. 14° N. lon. 145°25' E, nearly between Guam and Rota. The gale commenced at 9 a.m. with the wind NNW, and increasing, but the weather looked nothing more than is usual in a common gale. At noon, however, the barometer still falling, put the ship under double reef topsails. At 2 p.m., took in all sails to fore, main and mizzen staysails. At 4 pm., the ship was thrown almost on her beam ends, lost the starboard boat and davits, and blew away the staysails.”

Note 1857L

The ship **Wildman**, Captain **Webb**, reports two wrecks on **Minto Reef**

Source: Nautical Magazine (1859), p. 276.

Minto Reef.—Pacific.

We find the following in the *Shipping Gazette* of 28th January:—

The American ship **Mildman** [sic], from Sydney reports that on Tuesday, November 30th, 1h. p.m., made a reef not laid down in the chart of Indian Pacific Ocean (published by Charles Wilson, No. 157, Leadenhall-street, London, 1850, with additions to 1854). Saw a large ship, apparently a clipper, on shore on the West side of the reef. Passed to the westward of it. Saw a schooner also, with nothing visible but the two masts sticking up. The ship lay well up on the reef,—foremast, top, and topgallant mast standing, and main and mizen gone. Sent the boat to the ship, and on approaching the reef as near as the surf would permit, could see no appearance of life on board. Captain Webb writes,—“I made the western part of the reef long. 154°29' E., lat. 8°8'. Horsburgh notes a reef, and calls it 'Dangerous Reef,' and says it bears W.S.W. from Bordelaise 14 miles, and Puto, in lat. 7°36' N., long. 155°18' E.; but if Bordelaise is laid down rightly, the western part bears N.W. 57 miles from that island. This reef may be the so-called Dangerous Reef of Horsburgh's chart.”

[By the chart this is evidently Minto Reef.—Ed.]

 Document 1857N

The wreck of the Guam-based schooner Chamorrita

Source: Safford's Papers, N° 4, in LC Mss. Div.

Letter from Governor de la Corte dated 21 June 1858

Original text in Spanish.

En esta fecha dirijo al Señor Comandante General de Marina de ese Apostadero una sumaria informacion de la que resulta casi con certeza que la Balandra nombrada "Chamorrita" que se construyó en esta Ciudad el año proximo pasado de los fondos de arbitrios y para el servicio interior en estas Yslas, debió hacerse pedazos en las costas de esta misma Ysla de Guajan en el bagueio de 28 de Setiembre á las 24 horas de hacerse á la mar aquel buque.

Así debe informarse al menos de las muchas piezas de aquel buque hallados en las costas de ella en las Yslas de Rota, Tinian y Saipan, á donde iba destinado.

Lo que participo á V.E. para su superior conocimiento.

Dios guarde á V.E. muchos años.

Agaña 8 de Enero de 1858.

Exmo. Sor.

Felipe de la Corte, &c.

Translation.

On this date I [also] address to the Commander General of the Navy of that Naval Station the report of a summary investigation from which it turns out that the sloop named **Chamorrita** has almost certainly been broken to pieces on the coasts of this Island of Guam during the typhoon of 28 September [1857] within 24 hours of the departure of said ship. She had been built at this City last year out of the arbitrary funds and for the interior service of these Islands.

So it appears at least from the many pieces of that ship that were found on the coasts of this island, those of Rota, Tinian and Saipan whither she was bound.

I so inform Y.E. of this for better knowledge.

May God save Y.E. for many years.

Agaña, 8 January 1858.
Your Excellency,
Felipe de la Corte, etc.

Document 1858A

The Cicero, Captain Courtney

Source: Logbook in the New Bedford Whaling Museum; PMB 231; Log Inv. 1053.

Note on the log-keepers: The logbook was first kept by Baze N. Tilton (until Nov. 1858), then by Thomas Steen, the 1st mate for the next cruise, and finally B. F. Curtis, from Dec. 1859 until the end of the cruise. At times, Captain Charles Courtney also made entires.

Extracts from the logbook of the Sip Cicero of New Bedford, kept by B. N. Tilton

...

Saturday Jan. 2nd [1858]

... Spoke Ship **Columbia**, Folger, Master... Lat. 02°20' [S]. Long. 178°22' W.

...

Saturday Jan. 16th

... Spoke Ship **China** of New Bedford, Capt. Thompson. Both ships on the Northward tacks in company. Lat. 01°55' [S]. Long. 178°34' [E].

...

Tuesday Jan. 19th

... Spoke and gammed with Ship **Charles W. Morgan**. At daylight, saw a ship to the Northward.

...

Thursday Feb 4th

... Passed Ocean [Banaba] Island by reasoning but did not see it... Latter part... saw the land bearing W. Lat. 01°04' [S]. Long. by Chron. 170°49' [E].

Friday Feb 5th

... Steering for the land. At 3 p.m., saw a ship lying off and on. At 4 p.m., the wind shifted to WW in a squall with much rain...

Saturday Feb 6th

... At 1 p.m., hauled aback about 2 miles to the leeward of Ocean Island. Saw several canoes but none came off to us... Latter part, stood in for the Island and sent a boat in.

Sunday Feb 7th

... Ship laying off and on. At 1 p.m., sent another boat in shore and got the King to take off the taboo off and the natives came on board with trade. Got 150 hogs¹ and kept her away to the Westward... Lat. 00°30' S. Long. by Chron. 168°31' [E]. By Lunar 169°63'.

...

Friday Feb 12th

... Spoke Bark **Dragon** of Salem, Capt. [blank] bound to Manilla... Lat. 01°34' N. Long. 164°27' [E].

...

Thursday Feb. 18th

... At 6 a.m., saw the land bearing W by N1/2N dist. 25 miles. Kept her away for it. At 11 .m., the Pilot came on board & kept away for Middle Harbor on Ascension [Pohnpei].

Friday Feb 19th

... At 2 p.m., came to an anchor in the Harbor in 5 fathoms water and gave her 27 fathoms chain and took a raft of casks on shore...

Saturday Feb 20th

... Employed in stowing down water and got off 1 boatload of wood.

...

Monday Feb 22nd

... Brought off 2 rafts of water and 5 boatloads of wood.

Tuesday Feb 23rd

... Took on board 1 raft of water and 10 boatloads of wood. Sent the second officer to his room and in a few moments he came on deck again.

Wednesday Feb 4th

... The **South Seaman** and **Charles W. Morgan** sailed. Got off a raft of water and stowed off the hold.

...

Monday March 1st

... At 10 o'clock a.m., got out a kedge and got under way in charge of Pilot Thomas H. [blank] and commenced working up toward the Weather Harbor.

Tuesday March 2nd

... At 4 p.m., hauled aback off the Weather Harbor. The Capt. went on shore and discharged the Cook, a kanaka, John Bull by name, in charge of the rev. Mr. Gulick,

1 Ed. note: Rather one 150-pound pig, not 150 of them, I should think.

to be sent to the S[andwich] Islands [at] the first opportunity, he being sick and infirm. At 1/2 past 7 p.m., Capt. came on sboard and squared away along the land... At daylight, hauled up NW1/2N...

...

Sunday March the 7th

... At 9 a.m., saw the Isle of Rota 1/2 point on our weather bow and hauled up to the weather of it. Lat. 13°35' [N]. Long. [blank].

Monday March 8th

... At 1 p.m., hauled aback on the NW side of Rota and lowered all 4 boats for humpbacks without success. Came on board and took up the boats and at 1/2 past 2 p.m., shaped our course for Guam. At 7 p.m., wore ship off shore, the Ship off and on through the night. At daylight, ran down a long shore and at 9 a.m., hauled aback off the town at Guam and the Health Officer boarded us and the Capt. went on shore in his boat.

Tuesday March 9th

... Lying off and on at Guam in company with Ship **Vineyard** and a bark. The Capt. on shore. [There follows a change of handwriting at this point]

At 4 p.m., came on board, shaped the course for Eastern Sea, and had some trouble with Mr. Tilton, First Officer, and was under the necessity of putting him off duty, and from this day, I write the Log. Capt. Courtney.

...

March Friday 12th 1858

... Ship steering NW by W1/2W in company with Ship **Vineyard**. At 2 p.m., had a gam until 9... Lat. 16°59' N. Long. 138°40' E.

...

March Tuesday 16th 1858

... At 9 a.m., Mr. Tilton returns to duty with the promise to cause me no more trouble by and through his misconduct. No observations. Mr. Tilton now continues the Log Book.

[Change of handwriting at this point]

...

Wednesday 5 January [1859]

... At 10 p.m., spike Ship **Washington** of New Bedford and got 3 casks of water from her. She reports herself with 40 bbls sperm. Lat. 3°12' [N]. Long. 179°36' E.

...

January 8th 1859, Saturday

... 6:30 p.m., raised land. At 10, hauled aback whilst some canoes came alongside from Oneda [sic = Onotoa?] Island.

Sunday January 9th

... Lying off and on at Oneda Island. At 5 a.m., squared away heading SW... Lat. 2°40' [S]. Long. 173°59' [E].

...

Tuesday January 18th

... At 11:30, saw Ocean Island bearing about W by N distance about 15 miles. Lat. 00°53' [S]. Long. 169°53' [E].

Wednesday January 19th 1859

... Arrived at Ocean Island. At 10 a.m., went on shore with 1 boat to try to get some wood. Could not get any because the taboo was on... Long. by Chronometer 169°22' [E]. Chronometer 20 miles too far West.

Thursday January 20th

... Employed filling salt water to trim ship... Lat. 00°04' S. Long. 168°45' [E].

...

Sunday January 23rd

... At 5 p.m., one of our kanakas ruptured himself drawing water. At 7:30 a.m., he died...¹

...

Monday January 24th

... At 5 p.m., we buried the kanaka by the name of Kahanu, his name in English was George...

...

Tuesday February 1st

... At 8 a.m., saw the land, the Island of Ascension [Pohnpei].

Wednesday February 2nd

... At 3 p.m., came to anchor in Middle Harbor of Ascension... Latter part... employed in getting wood and several small jobs.

Thursday February 3rd

... Lying at with Ship **Jireh Perry**. NOt much doing... Latter part... employed shifting scuttle butt. Put it between decks...

Friday February 4th

... Employed getting a raft of casks on shore for water... Latter part... employed setting up shooks for water, trading for yams and other small jobs.

...

1 Ed. note: From a ruptured hernia, I think.

Monday February 7th

... At 7 a.m., the Ship **Jireh Perry** sailed. We are employed in moving ship, getting wood and water and stowing it down, trading some for bananas, fowls, yams, hogs, etc.

...

Wednesday Feb 9th

... Employed in getting wood and stowing it down. Stowing water. Took another raft up the river.

...

Friday February 11th

... Employed in getting our last raft of water... Latter part... employed in stowing water, wood, etc. At 7 a.m., the Ship **Mary** of Edgartown and the Bark **Amazon** came to anchor.

Saturday February 12th

... Employed in cleaning up decks to get under way... Latter part... employed painting ship and cutting iron poles.¹

Sunday February 13th

... We tried to get under way but the wind was baffling and we did not get under way.

Monday February 14th

... Employed painting ship and other various jobs... Latter part, good weather. At 5 p.m., got the Ship under way and came out of Ascension. Saw a sail bound in to the Lee Harbor.

...

Tuesday February 15th

... Kanaka Frenchy² is sick.

...

Sunday Feb 20th

... Ship steering WNW. I am sick and off duty... At 5 a.m., saw the Island of Guam and the Island of Rota bearing about WNW distance of perhaps 20 miles.

Monday Feb 21st

Begins with strong trades and a heavy swell so that we could not land nor the people did not come on board. We are lying off and on... Latter part, good weather. The Pilot came on board at 6 p.m. At 7, Captain Courtney went on shore in the Pilot's boat.

1 Ed. note: That is, pole from ironwood trees.

2 Ed. note: Probably from French Polynesia.

Tuesday Feb 22nd

[Change of handwriting] This day sejt Mr. Cross on shore sick with a fever. Took a Pilot on board, went to anchor, etc. From and after this day, I, Charles Courtney, write the Log until given up to the Chief Mate.

Wednesday Feb 23rd 1859

... At 2 p.m., came to anchor in Guam in 22 fathoms water, 60 fathoms chain. Set up rigging and broke out provisions. 8 sails at anchor in said harbor.

Thursday Feb 24th 1859

Fine weather, etc. Employed breaking out water. Got on board 20 bbls. sweet potatoes and finished various other jobs.

Friday Feb 25th 1859

Fine weather. Sent one watch on liberty. This day Mr. Cross has every appearance [of] getting better and the Dr. reports [that a] few days [ashore will do] him well.

...

Monday Feb. 28th 1859

This day sent the other watch on liberty. From report from the Doctor, Mr. Cross is getting much worse than ever, and think it a dangerous case. Also mended the fore-sail and got [a] few boat- boards from Bark **Tempest**, Capt. Allen.

...

Saturday March 5th 1859

Repairing sails and painting outside Ship. Received on board 62 bls fresh beef. The Report from [the] Doctor is more favorable than [a] few days previous.

Sunday March 5th 1859

Fine weather. Two sails in sight outside the harbor. Broke out for a chest of tea and sent Mr. Bishop on liberty...

Monday March 5th 1859

... Bark **Tempest** left Port.

...

Wednesday March 9th 1859

This day had a boat up town and the Report from [the] Doctor is more favorable in Mr. Cross. Also lowered for humpbacks.

...

Friday March 11th 1859

This day took anchor, and worked up to the town...

Saturday 12th 1859 March

... Laying off and on the town... Night time, at 1 o'clock, Mr. Cross died very sudden. At 7 a.m., boat came on board and made a coffin. At 12, returned on shore.

Sunday March 13th 1859

... At 4 p.m., the funeral services commenced in the Catholic manner. At 6 p.m., services over, had him buried in the church yard with a large attendance from Captains and citizens of the town.

Monday March 14th 1859

Laying off and on Guam... This day, sent off 6 bbls sweet potatoes, 7 dozen pumpkins, 20 bunches bananas, etc. with 4 Chimoleons [i.e. Chamorros] shipped on shore. Also shipped Mr. Thomas Steen for Chief Mate for one cruise.

...

Wednesday March 16th 1859

... This day brought Mr. Steen's things on board. Ship **Eliza Adams**, Ship **Daniel Wood**, Bark **Monmouth**, Bark **Ripple** and a Schooner, all laying off and on.

Thursday March 17th 1859

... Laying off and on Guam in company with [a] number [of] others. At 11 a.m., returned on board. Made preparations for starting North.

Friday March 18th 1859

... At 1 p.m., made all sail in company with Bark **Daniel Wood** & Ship **Eliza Adams**, course NW by W...

...

Documents 1858B

The schooner Denia brought Dr. Guilló and 63 Chinese to Guam

Source: Safford's Papers, N° 4, in LC Mss. Div.

B1. Announcing the arrival of Dr. Guilló

Original text in Spanish.

Exmo. Sor.

Por la Goleta Española la "Denia" ha llegado á estas Yslas el Cirujano D. Vicente Guilló á quien V.E. se dignó nombrar facultativo de estas Yslas por decreto de 15 de Abril último y se ha hecho cargo de su destino.

Lo que participo á V.E. para su superior conocimiento.

Dios guarde á V.E. muchos años.

Agaña 21 de Junio de 1858.

Exmo. Sor.

Felipe de la Corte.

Translation.

Your Excellency:

By the Spanish schooner **Denia** the Surgeon Dr. Vicente Guilló whom Y.e. has appointed as practitioner for these Islands by decree of 15 April ult., has arrived and taken charge of his post.

I so inform Y.E. for your superior knowledge.

May God save Y.E. for many years.

Agaña, 21 June 1858.

Your Excellency,

Felipe de la Corte.

B2. Announcing the arrival of 63 Chinese immigrants

Original text in Spanish.

Exmo. Sor.

Consequiente al contexto de la respectada comunicacion de V.E. de 10 de Mayo último han llegado á estas Yslas en la Goleta Española la "Denia" 63 Chinos de sesenta y cuatro que se embarcaron en esa Capital habiendo fallecido uno en la travesia.

Para su empleo he publicado el 13 del corriente la circular de que acompaño á V.E. que la utilidad al Pais de esta inmigracion será positiva aun ápesar de la mala calidad de los Chinos importados por lo general viciosos[,] extremadamente debiles ó enfermos.

No puedo por esto menos de insistir en reclamar de V.E. que se extiendan estas inmigraciones á Chinos procedentes directamente de su pais, segun tuve el honor de solicitarlo en comunicacion de 1º de Agosto del año proximo pasado.

Sin perjuicio de esto diré á V.E. cuenta de lo notable que se observe en los resultados que produzcan estos Chinos.

Dios &a.

Agaña 26 de Junio de 1858.

Exmo. Sor.

Felipe de la Corte

Translation.

Your Excellency:

With regards to the respectable communication of Y.E. dated 10 May ult., 63 Chinese have arrived at these Islands aboard the Spanish schooner **Denia**, out of the 64 who had boarded her at that Capital, one having died along the way.

Regarding their employment, I have published on the 13th inst., a circular, a copy of which I enclose for Y.E. Let us hope that this immigration will be positive for this country, in spite of the bad quality of the imported Chinese, on account of most of them being vicious, extremely weak or sick

Still, I will not stop insisting in claiming from Y.E. that by extending such migrations of Chinese proceeding directly from their own country, as I had the honor to solicit it in my communication of 1 August of last year.

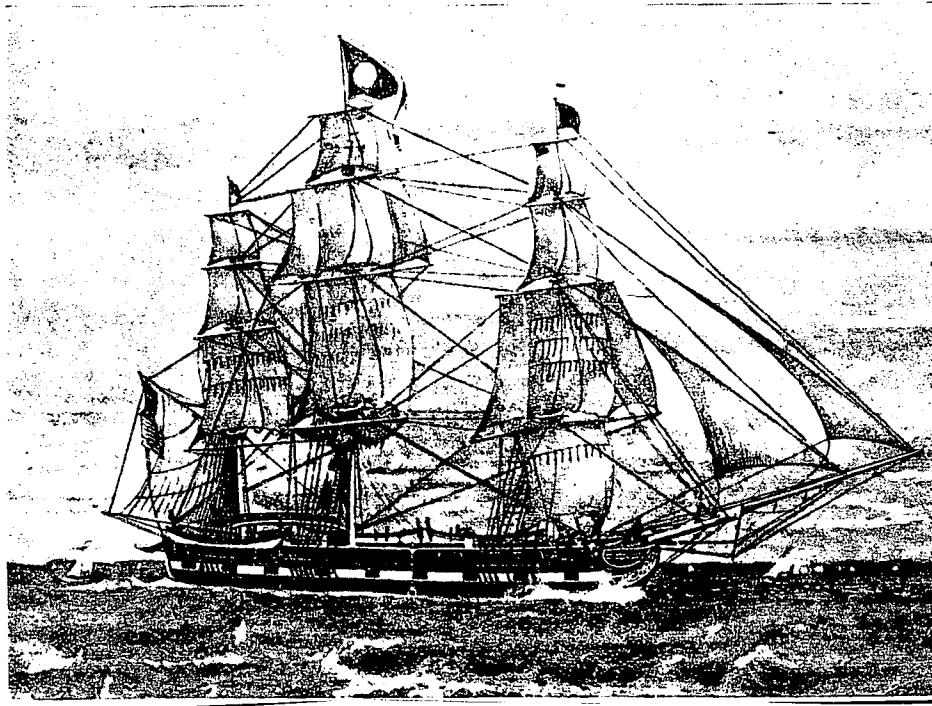
Without prejudice to that proposal, I will admit to Y.E. that the present migration can be expected to produce the results anticipated.

May God, etc.

Agaña, 26 June 1858.

Your Excellency,

Felipe de la Corte



Whaling ship Marcia leaving New Bedford in 1857.

Document 1858C

The Marcia, Captain Randall Billings

The narrative of Thomas Crapo, cabin boy

Source: Thomas Crapo. Strange but True: Life and Adventures of Captain Thomas Crapo and Wife (New Bedford, 1890).

Introductory note.

After they departed New Bedford in 1857, they went to the Galapagos, where they were in company with the whaler **Peru** of Nantucket. On to Hawaii, then to Alaska. In 1858, they were back to Hawaii and oil was shipped home aboard the merchantman **Yorick** of New Haven, Connecticut. Then they went whaling in the Caroline Islands.

After that, the ship went to the Marquesas, where Crapo deserted, later to ship aboard other whalers. Later in life, in 1877 to be exact, Crapo and wife crossed the Atlantic in a dory named **New Bedford**, his main claim to fame.

The Captain's Story

CHAPTER I.

I was born in the city of New Bedford, June 27th, 1842. My mother died when I was but 8 years of age. I attended the public schools until I was about fourteen, when I ran away from home to go to sea. I had been desirous of becoming a sailor for a long time, but my father had always objected, so the only way for me to do was to run away from my home, which as many others had done before. I saw no reason why I could not do the same.

The more I thought about it the more determined I was, and as the whaleship **Marcia** was nearly ready for sea I left my home and shipped aboard of her as cabin boy. The **marcia** was commanded by Captain Billings and we sailed from New Bedford on the 25th of August, 1857, bound for the North Pacific Ocean.

As the custom has always been, the crew was shipped on what is called a lay. I was to receive the two hundred and fifteenth, which meant that every two hundred and fifteen barrels of oil caught by the ship, one belonged to me, or the equivalent in money and the bone in the same proportion.

...

After completing the task of discharging the oil [in Hawaii] the crew was again given liberty. The captain discharged the second and third mates and shipped others in their places.

From there we sailed for the South Sea Islands, south of the Equator. We first sighted the Caroline Islands. We went ashore and traded hard-bread, cloth and other things (the captains of whalers usually carry articles to trade with the natives) with the natives, for coconuts, pigs, chickens and other eatables. We cruised among the islands for a period of three months going ashore on several of them, but not getting any whales during the time. We then sailed for the Marquesas group.

...

Editor's note.

There is a logbook for the 1857-61 voyage of the **Marcia**, kept by Anson D. Streeks and Alonzo M. Skiff. It is in the New Bedford Whaling Museum (ref. Log Inv. 2995).

 Document 1858D

The Condor, Captain Whiteside

Source: Daniel Weston Hall. Arctic Rovings; or, the Adventures of a New Bedford Boy on Sea and Land (Boston, Abel Thompkins, 1861).

Notes: The 1856-58 voyage of the Condor, Captain Samuel H. Whiteside. The ship was repaired at Guam, but she was condemned later at Honolulu, in December 1858 (ref. Starbuck, p. 535). There is no logbook extant.

The narrative of Daniel Weston Hall

...

CHAPTER FOUR

The Escape

Fair weather again—A leak—In port for repairs—Arrival at the whaling grounds—A successful season—Maltreatment—Encampment on the coast—The escape—Two nights in the wilds—Joining the natives.

[February 1858]¹

By daybreak on the morning following the storm, the wind had greatly abated, and the clouds had begun to break away and disappear. During the morning watch the reefs were shaken out of the topsails, and at eight bells the other watch was turned out to assist in making sail. An hour later we were again heading our course, under full sail, for the Okhotsk Sea.

No further incident of importance occurred for several days, and everything on board the **Condor** went on as usual until nearly a week after the storm, when it was suddenly discovered, upon sounding the well one evening, that the ship had five feet of water in the hold.

She had been pumped dry the evening before; it was evident that she had again sprung a leak. The pumps were immediately put in operation, and the crew was divided into pump gangs of six men each, that they might relieve each other at regular intervals. We soon could see, however, that the leak was rapidly gaining upon us, notwithstanding

1 Ed. note: According to a sketch map of the ship's track, they had "left Honolulu Jan. 31, 1858, to Guam for repairs.

our utmost exertions at the pumps. The captain decided to tack ship and stand in for the port of Guam for repairs.

This was done; and in the course of twenty-four hours we arrived at Guam with eight feet of water in the hold and the ship, literally, in a sinking condition.

At this port the ship was repaired; after which we took in a supply of water and vegetables and sailed again on the 5th of March for the Okhotsk Sea, making the passage without further adventure and arriving in the sea on the 25th of April.

...

One morning during the season, the cry of "Whales!" was heard from the masthead; and as usual the boats were hastily manned for the chase. At that time I belonged to the captain's boat, and upon this occasion, while towing, I accidentally did what many an older and better seaman than myself has occasionally done before me, that is to say, I had the misfortune to cramp my oar; whereupon Captain Whiteside knocked me off my seat. He then proceeded to kick me as I lay in the bottom of the boat, and to strike me several blows with an oak stick which he found in the stern sheets. One of these blows inflicted a wound upon my side from which I never expect to recover, having produced an internal injury of a severe and painful nature.

This treatment left me unfit for the proper performance of my duty; nevertheless, I was made to resume my seat and pull at my oar until the whale of which we were in pursuit had been overtaken, killed, and towed alongside of the ship

...

[Daniel escaped ashore on 2 October 1858. He remained at Outskoi until June 1859 when he joined the whaler **Daniel Wood** and returned to Lahaina on 5 November that year, whence he sailed for home aboard the **Rapid**.]

Document 1858E

The Marshallese of Ebon Atoll

Source: Article in The Friend, Honolulu, March and April 1859.

Letter from Rev. E. T. Doane, dated Ebon 31 August 1858

Ebon, or Covell's Island, August 31, 1858.

My Dear "Friend":

The last trip of the **Morning Star** bore to you, and all our Christian friends, the fact that we had here landed and planted the standard of the Cross. Let me narrate to you some of the incidents of our arrival, and some of the incidents which have occurred during our short residence, and some facts of an historical character we have gathered, concerning this people and foreigners.

It was on December 5, 1857, in the afternoon of that day, we dropped anchor in the mouth of the channel leading to the lagoon. We sighted the island about 11 o'clock, A.M., and for the six hours' run up to the time of anchoring, we had in sight that beautiful view which a coral island presents—a low, long range of verdure skirting the horizon, with the out-croppings, here and there, of cocoanut trees, some more lofty than others, and in the case of our island accompanied by the bread-fruit tree. The two, indeed, seemed to rival each other which should lift its coronal nearest the heavens—a very suggestive thought, what striggles our redeemed nature should make to rear itself above our depraved one, up even to the heaven of heavens.

As we neared the island, and up to the moment of anchoring, our thoughts were busy as to how we should be received by the natives. They—the chiefs residing upon the island at the time of our passage by, down to Apian—had promised protection if we would make here our homes. They assured us that such too would be the feelings of the highest chief, on his return from the north. But the natives of Ebon have been considered treacherous fellows; they have a bad name among seamen. We ourselves were assured we were throwing away our lives in going to seek a home among them. One captain told us—being asked his views of landing here, snapping his fingers—he would not give that for our heads, should we once get into the power of the people. And another, largely conversant with native character, said the people could not be trusted. Our chief on Ponape urged us to remain with him, if we valued our lives. The king of Strong's Island, learning that Dr. Pierson was about to come here, endeavored to per-

suade him by no means to take his companion, in which view the Dr. and Mrs Pierson not agreeing, his highness then suggested he had better leave part of his goods behind; in case of a repulse or any danger, he could have something to fall back upon. They thought it best to follow the advice. With these facts, and others we had gotten by the way—with the decided impression *the natives of Ebon were not to be trusted far*—when, as the winds bore us on, did we ask ourselves what would be our reception? But on we sailed and anchored, feeling we must go forward as fast as our Master opened the way.

It was late in the day when the anchor was let go. The setting sun was bidding us farewell for another day, with his lingering rays. But at this late hour, my associate and self felt a little curiosity to see something of our new home before Monday, and it was suggested, suppose we take the boat and try the natives: we will go ashore and look a little way up into the island, among the rich groves of bread-fruit and cocoanut trees. We went; and no sooner had we landed that our boat was surrounded by natives, and laid hold of and drawn upon the shore, and we were escorted to the residence of the high chief. Before and behind us were numbers of these treacherous fellows. Whither were they alluring us—to some ambush or the house of a friend? It was the latter, most evidently, for all along our path one and another native would come running out with what we were pleased to call a “peace-offering”—a well-baked bread-fruit. Our visit was pleasant; we saw nothing to excite our fears.

As the next day was the Sabbath, it was the wish of all that we might not be visited by the natives; we wanted to spend the day as much by ourselves as we could. If we suffered natives on board, their idle curiosity would lead them to put themselves where they might not be wanted, or intrude upon scenes to see which could be of no use to them. But could such rude fellows be induced to remain away from us for twenty-four hours? With all their lust for blood and plunder, or their desire to trade, a vessel lying right by their side, within a stone’s throw of land, one unarmed, and one they could easily master in the darkness of the night, or daylight either, should they attempt it? If we asked the high chief this favor, had he authority to enforce it? He was told our wishes. He was told we feared and loved Jehovah. He was told we wished not to be visited by a single canoe on the Sabbath. He replied, “No-one should do so.”

The Sabbath dawned. We looked out upon the quiet waters of the lagoon, and up and down the coast, expecting to see canoes from every direction making their way to us; but, save a few sails gliding about within the reef for pleasure, evidently viewing us from a distance, not one did we see bearing down towards the **Morning Star**. The day wore on—we had our religious meetings—we sang and prayed—the melody of our voices mingled with the melody of the breaking waves on the shore. We walked the deck, but none of the natives were there to molest us. The sun was about sinking to rest, and just then a lone canoe timidly pushed off and came alongside to trade. The native was told it was yet Sabbath. He replied, he thought as the sun was about set, the day was gone; but he left with his articles of traffic. Surely “this is the Lord’s doings; it is marvellous in our eyes,” repeated we to ourselves through that day, as we saw how, by

some mysterious influence, the rude and, as reported, savage natives of Ebon were both restrained from all violent attacks upon us, and led even to respect our wishes, that not a single canoe should move itself beside our vessel.

On Monday morning the natives knew the taboo-ema of Ebon was removed, and from every direction almost, proas and every available craft came sailing towards us. We were surrounded by them. The native vessels crowded our sides, the natives crowded on deck. Was this a hostile demonstration? Was the little **Morning Star** about to suffer the fate a similarly rigged vessel did a few years since, not many stones' throw distant, her crew to be massacred and her hull burnt to the water's edge, or was it only a demonstration of friendship? This large body of canoes and these natives, all wild with excitement, were for peace. We had no reason to fear. The chiefs came to learn the wishes of our captain, and lend a helping hand, had he need of it to enter the lagoon.

[Figure: Place a modern map of Ebon here: Bryan's Mar. 33]

It was some three or four days after this before Captain Moore decided to enter the lagoon—to do what never before had been done. Was it safe, judicious? Providence seemed plainly to point that way. Here again our feelings of safety were mingled with those of fear. The passage was narrow, and winding somewhat, with a strong current in the out-flowing of the tide. We were, however, to take the slack of the tide, with hawsers passed out in front, and the bark *led* through this channel by a hundred hands or more. Would they *ágently lead*” our beloved vessel, or would they give a bias to her headings and let her bring up upon the coral banks, and then, in the confusion of the moment, play us a game they of a neighboring island played upon Captain McKenzie? We made the venture. We safely passed through into the quiet waters within, and here for two weeks was moored the **Morning Star**, daily crowded by natives, completely in their power. But we were safe. No-one that we know of plotted our destruction. We missionaries were engaged in rearing our dwellings and moved into them, and all this time unmoled.

Eight months have since passed, and yet nothing worth serious notice has befallen us—perhaps rather we should say it is quite remarkable we have suffered so little. We feel often to say, but few missions, at their beginning, have been so prosperous. But it should be remembered that this prosperity has been only in the absence of all obstacles to our work, not in any soul yielding itself to our Master's claims. We have lived almost in undisturbed quietness. We have had access to all homes and parts of the island, and all ears. We have indeed lost a few things—some knives, some cloths, iron hoop from our water barrels, and playthings of our children.

The most important we have had restored, when we have gone to our chiefs. But all these losses have been of too minor importance to lay much stress upon, when we especially consider, what we cannot but feel to be true, the sincere respect of most of the people for us. From the first, whatever reasonable request we have asked for, has been granted. We asked first for homes; they were granted. We asked for lands to be our

own, from which we might gather what fruit grew upon them; they were given. We asked for Sabbath congregations, but indeed it came "before we asked;" so that Dr. Pierson was forced into an immediate use of all his knowledge of the language. And thus, in this respect, and in this outward absence of obstacles, have we been enabled to prosecute our work. We rejoice in this, not that it is all we hope to gain; but we rejoice in it, since it has enabled us to prosecute our work so uninterruptedly.

The geographical position of our island is already known to you. I need not repeat it. Let me speak of the island itself. Ebon bounds on the south the Ralick range of islands, and of them all, though not the largest or the most populous, has become to be the most important. In regard to population, however, it may be said it has as large as any, numbering from twelve to fifteen hundred. The island has gained its importance from the fact that the high chiefs have made here their head-quarters; and now that it has become the residence of missionaries, will be the point towards which all enterprising natives will look—their London or New York. Thirty miles, or thereabout, will measure it in circumference, being one continuous reef, save the passage. This passage is about three-fourths of a mile long, narrow and somewhat winding, with a strong current when the tide flows out or in. It projects itself half its length into the lagoon, passing through a coral bed. It is difficult to navigate, and perhaps any vessel much larger than our missionary packet could not with safety get through. On this account, Ebon will never be much visited in the lagoon by vessels.

[Description of the natives]

The natives of this island have certain traits of character which make them a rather pleasant people to live among, though there are others which are quite to the contrary. For a people unblessed by the Gospel, they are industrious and somewhat enterprising. In their muscular action there is great energy and suppleness; they have just the physical organization for quick action. In stature they are about medium size, and the frame is not encumbered with a mass of fat. Their complexion and features are unmistakably Malay, from whom there is no question they sprang.

[Canoes and navigation]

They spend much of their time in making and repairing canoes or proas. These are made for sea use, as well as to ply about in the lagoon. They are constructed usually of slabs from the bread-fruit tree, though nature is often kind in her gifts to them of large logs, drifted to them from the "sides of the sky," as they call the horizon.¹ These are usually too badly worm-eaten to work up into plank, and are therefore hewed down for masts and spars. The planks of their vessels are *sewed* together by native twine, made from the husk of the cocoanut. An out-rigger serves for a balance on one side; on this a small house is made, sufficiently large for two or three to sleep in; and on the side opposite to the out-rigger a large platform is made; on this likewise another house is

1 Ed. note: Rather "bottom of the sky," *kapin lañ*.

constructed, thus giving to the voyagers good conveniences for sleeping and keeping many of their personal effects from the wet. These proas, of the largest class, will measure in length fifty feet, and six feet in depth. They are not so artistically wrought out as are some belonging to the islands of the Pacific; still, they are well made and good sailers.

These people are expert seamen, and they become so not only from the fact that they are so contiguous to water, but from the many and long voyages they yearly make to other islands of this range. With all, these voyages are a passion; they have become as fixed in their nature as is the roving of our North American Indians. The chiefs take them as occasions to visit the distant parts of their realms, though often the change of home for such time as the voyages take, is to gratify this roving disposition and to get new supplies of food. Considerable preparation is made for one; the vessel is put into as good sea-working order as the limited means of the owner will permit—his means, we mean, as to *materials*. He has to work nets; she is often roped anew, and served anew, and caulked anew. When ready for sea, she is well supplied with provisions of coconuts, preserved bread-fruit and pandanus. Enough is put on board to last a company of twenty persons as many days, though the time of sailing from island to island is expected to last only during one night. This large provision is made in case of getting adrift. Such accidents often happen. But the canoe, or fleet of canoes, will usually bring up upon some island before the store of food is all gone; and it is no doubt from this very fact, the infrequency of the actual loss of a party, that the liability to such danger so little deters the people from sailing as much as they do. When they land upon an island, unless cut off in a short time, they get recruited and with good winds start for home. It is always a rule rigidly observed, not to begin a voyage unless the wind is good and sky fair, or weather which will indicate a good wind for a day or so. The time of starting is usually late in the afternoon, and moonlit night, at least a cloudless sky. The stars, single and in constellations, are their finger-boards, and they read them with great accuracy. They have marked off a large number of star-clusters. It is a matter of no little surprise how accurately they guide themselves from island to island. One would think a coral island would be sufficiently difficult to find by a well navigated ship; but for a proa, guided only by the winds, currents and stars, to start out to sea, expecting to find a low piece of land, which can be seen only ten or twelve miles distant from deck, would be almost a fool-hardy act. But experience makes perfect. As with the old Romans, and Africans, and Britons, and other maritime nations, who long navigated unknown seas, so it is with the roving natives of Ebon and the Raloick. They can make paths in the ocean, on which again and again they may sail and know their track. In more senses than one are they "at home on the sea." They know their position.

Let me say something of the foreign population, which, if it has not succeeded in effecting a foothold here, has at least attempted it. It is a matter of fact, no white man has long lived on any of these islands. Some have landed here to superintend oil-making, and thinking to work in and in time secure homes. But I cannot learn that one, for

any length of time, has succeeded; nor can I learn that to the white man, as such, any hostility exists, for some for a short time have lived here and have gone off unharmed, save perhaps the loss of about all they possessed. But no doubt the answer to all this is found in the fact that when such men come ashore they are better clothes certainly than natives from other islands, and these people strongly covet anything new a man possesses; the chiefs, therefore, will take it by force, if otherwise it is refused. But usually it is the case that a man who has seen much of the world will never part with the last shirt he has on his back, and assume Nature's dress, to please the best of natives; and no doubt this decision of his, with some expressive acts in which he is not to be subdued, leads to encounters, and of course he in the end falls. The actual killing, then, has no doubt removed some who have here landed and thought to live. But again, while some have landed, seeing what a wild people this is—not absolutely savage, but hardy and fighting—chiefs fighting chiefs, and slaves fighting slaves—and all things looking as though one might fall at any moment—such have been glad to leave all they had, glad if they could escape. But, again—in the case of one man, at least, and perhaps there may have been many more of the same character—his oppressive conduct towards the natives, (it is said by them, even shooting some, because they did not work out oil fast enough,) led to his death by murder. Thus, in various ways, these islands have been kept from the influence of such men as usually first reside upon them. The reason may not be altogether known to us, but we cannot but feel that an especial Providence has watched over them, that the Gospel might be the more easily introduced; because the fact is notorious, that where a native population had for its schoolmasters such men as get away from ships, or who in general terms may be called “beach-combers,” that people have been very hard to win over to the Gospel. Had Ebon, for the last twenty-five years, as Ponape and Strong's Island, been under such teaching, it is quite certain its people could not have been approached as they have been, and their outward regard won as it has been. If a landing even by the missionary could have been effected, he never could have called the people about him, and had them listen to the Gospel as they have almost upon the first day of his coming among them, while as yet he but speaks in a stammering manner the message he proclaims. We are willing, at least, to take this solution to the question—“Why have these islands, for the seventy-five years since their original discovery, been thus kept in their original state?”

[The massacre of the crew of the Sea Nymph in 1852]

You have had the report of the death of Capt. McKenzie, in the fall of 1852, at Jiluth [Jaluit]. Let me give you a few facts, gathered from natives, and a Malay man, one of the crew. This man says the reason alleged by the natives for taking the vessel is, that the captain did not give to the chiefs very liberally of his tobacco; and for this they planned his destruction. The morning after the vessel came to anchor in the Lagoon, the captain took his boat, manned by natives of the island, and went ashore to get some wood cut, taking with him two axes. He had hardly landed ere they fell upon him, striking him down, and leaving his body unburied. At his fall, the shout was given

to the large body of natives on the vessel to begin their work. They soon accomplished it, there being, besides the mate, some seven or eight men only. The Malay man spared was aloft, and after being chased a while by some natives, was saved by a chief claiming him as his boy. He has since been closely watched when ships were about, not being suffered to go on board. On the fall of the mate and men, the vessel was plundered of what the natives thought worth taking, the tobacco especially being seized; boxes of it, it is said, were taken and sent to chiefs of different islands. The vessel was then fired. Her hull, it is said, can now be seen beneath the water. The natives talk to us freely of this deed. They have brought me pieces of chain, which they said came from that island, but I suspect they were taken from a vessel cut off here some two or three months after Capt. McKenzie.¹

[The massacre of the crew of the *Glencoe* in 1852]

Let me give you a few facts concerning this last-mentioned vessel. The immediate cause of it is said by a native informant to be, that a ship fired upon the natives some three months previous, killing two chiefs and some common people. I have not been able to get any satisfactory explanation why the said vessel should do this; but the deed so exasperated the natives, it was declared the very next vessel which came into their power they would destroy. Accordingly, when the schooner—her name I know not—came along for oil, some three months after, she met with her sad fate. She anchored outside the reef. The next morning her decks were crowded by natives, and at a given signal, they began their bloody work. It is said the Captain was cut into two parts, and also the mate, thus inflicting double punishment, if possible, for the chiefs who were killed. Shortly after the vessel was fired and plundered of all that was thought valuable. The native who informed me said great quantities of money were found. You have published in the *Friend* of July, 1853, a letter from Dr. Gulick, in which he says Capt. Hussey got from the natives over a thousand dollars. I have no reason to doubt this, if the expression of a native of *abundance* can be relied upon. Another incident connected with this vessel may be worth relating. A quantity of powder—a cask full—was also taken. Some natives who had been to Strong's Island, knew its use; so one day, a large party having assembled in a native house to witness the firing of a gun, it did not go off at first, and the chief taking his pipe to light the powder in the pan, fire was in some way communicated to the cask, and all were blown up; ten were destroyed, and there were two at least who survived, but whose skins were so badly burned, that to this day they carry the mark with them. I have asked them the cause of it, and they said it was from the burn of powder which they got from one Capt. Terry. They have not wished evidently to let the truth be known.

[News of the wreck of the *Canton* at Taongi?]

1 Ed. note: The *Glencoe*, Capt. Samson, whose ship was cut off at Ebon two months before the other ship.

We are told by the natives, of a vessel which, some three or four years since, was wrecked upon the most northern island of this chain—Bigini is its native name, and known on charts as one of the Pescadores. The reef is there said to sweep far out into the ocean, and a vessel making for the island would strike that reef, sunken as it is, some four miles from land. The natives say the captain made “boats,” and all hands put to sea. Much plunder was gotten from the wreck. A large black dog, with a brass collar on his neck, is said to be on an island seventy-five miles to the northwest of Ebon. Nothing that I know of has ever been heard of the boats. The flag of the vessel is said to be with a chief on Mille [Mili].¹

Are these facts worth anything in illustrating native life on islands? They are but few. I could largely add to them, but you see how much paper-ground my pen has run over, and what simple thoughts it has traced out. Let me here pause.

You have seen, no doubt, a coral island. There is not much to be seen, above water especially. The scenery is uniform, and to one who has resided upon a high volcanic island, with all its undulating surface, its dense perennial forests, its mountains, and their brows wreathed with clouds—its cascades, its chasms, its large choir of feathered songsters—the change to a residence upon our Atoll is great. I do not mean to say we are here destitute of all scenery; it is only the uniformity, with its scantiness, of which I speak. If at every turn, however, the same view presents itself, there is so much of quiet beauty in it, you are delighted; you “drink and drink again” of it; for quiet beauty, which, like gentle music, steals to the very center of our being:—

“Untwisting all the links that tie
The hidden soul of harmony.”

Nothing, I often feel, can exceed the view, when the winds are almost asleep, our lagoon presents. Association may add something, but no all. Here it lies, in mid-ocean, as calm as a woodland lake, unswept by storm; its shore of sand, brilliantly white, and sweeping a vast circle, is fringed with the majestic cocoanut. Out upon its calm bosom is darting here and there the canoe, and beneath its crystal waters the numerous varieties of fish which there swarm, are distinctly seen playing about. But it is here in these waters that the main interest and beauty of a coral island centers. It is in those vast coral groves which lie beneath the green waters, for ages being reared, and reared by such tiny architects! Here their marvelousness lies—so vast, so all-enduring, so various in form and color, and yet wrought out by an insect we must use the microscope to see! This is wonderful. And their shape—some frail as frost-work, some massive as the hills—as your canoe glides over them, and you look down among them, you are enraptured with the view:

“Deep in the wave is a coral grove,
Where the purple mullet and gold fish rove,
Where the sea-flower spreads its leaves of blue;
That never are wet with the falling dew,

1 Ed. note: See the story story of the wreck of the Canton (Doc. 18...).

But in bright and changeful beauty shine,
 Far down in the green and glassy brine.
 The floor is sand, and like the mountain drift,
 And the pearl-shells spangle the flinty snow;
 From coral rocks sea-plants lift
 Their boughs, where the tide and billows flow:
 The water is still and calm below,
 And the sands are bright as the stars that glow
 In the motionless fields of upper air.
 There, with its waving blade of green,
 The sea-flag streams through the silent water,
 And the crimson leaf of the dulse is seen
 To blush like a banner bathed in slaughter.
 There, with a bright and easy motion,
 The fan-coral sweeps through the deep clear sea,
 And the yellow and scarlet tufts of ocean
 Are bending like corn on the upland lea,
*And life, in rare and beautiful form,
 Is sporting amid those bowers of stone.*”

You know we have but just entered here upon our work. We are but just lisping those blessed truths our Master bade us preach. As yet, moral darkness envelops this poor people; they are wandering upon the dark road to death. As their fathers and generations before them lived and died in the gloom of heathenism, so live they, all enveloped in a fearful night of darkness. But we confidently hope to see that night pass away and the morning dawn. We hope to see this island redeemed unto the Lord, and in one sense no longer “waiting for the law.” We hope to see this people, bring on this “narrow neck of land,” a light to the Getiles; and our eye passes from this little Atoll to others east and west of us, as yet all benighted, lighted up by the brilliant rays of the sun of righteousness. We hope to see from these sister islands converts, in swelling numbers, coming on the wings of the wind for a joyful convocation to the Lord. Nor is this the limit to our vision of faith; we look out east, and west, and south, and see all Micronesia, the “little island” mission field, all redeemed, each Atoll and rock- volcanic island vocal with God’s praise!

Yours, affectionately,
 E. T. Doane.

Honolulu

North. Isle of Apian, pronounced by the natives Ah-pe-ah. This sketch will give a tolerably correct idea of the Island. Population 2500.

Not examined minutely

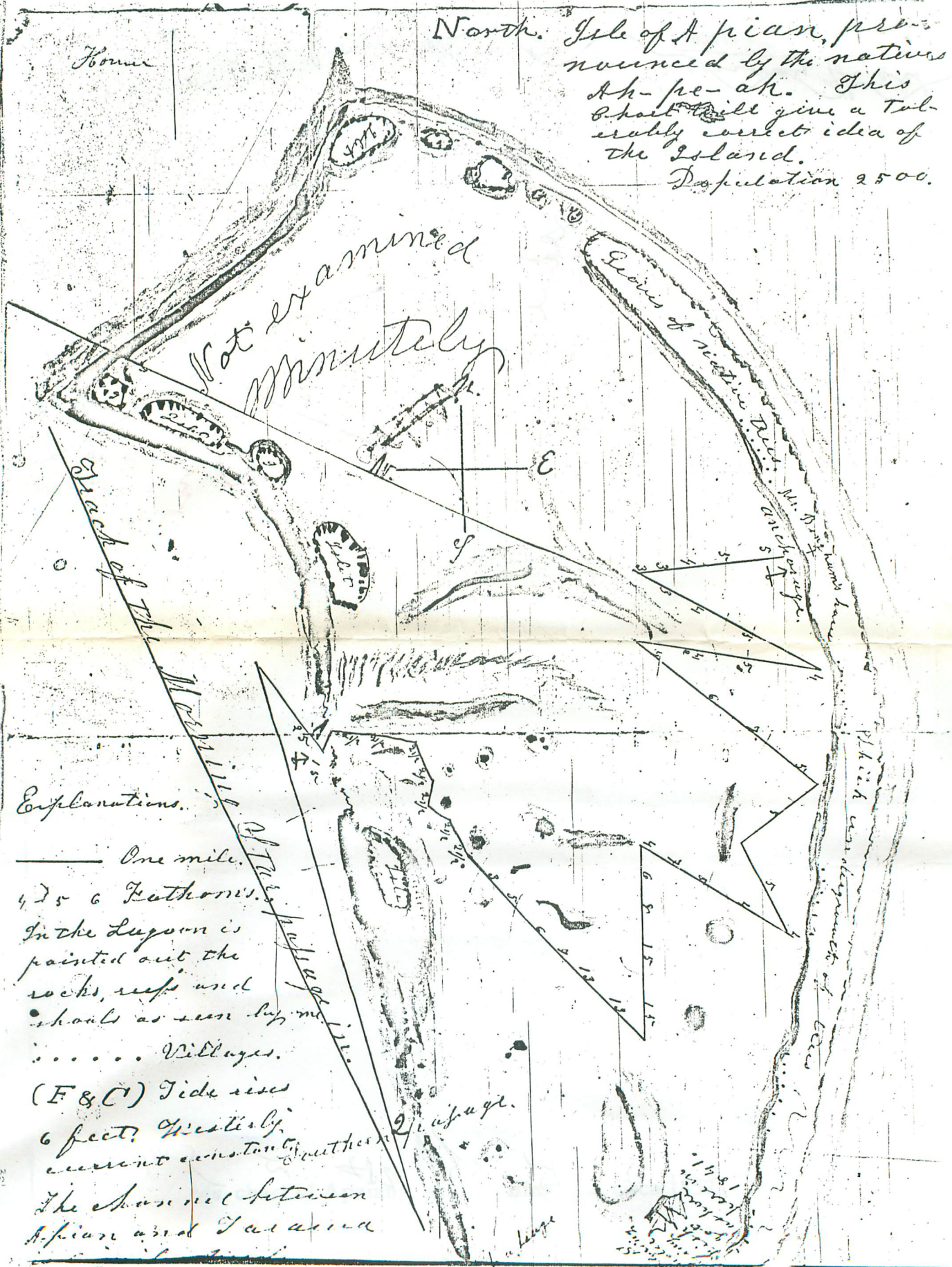
Sketch of the

North side

At this point at low tide

Explanations.

- One mile.
- 4, 5 & 6 Fathoms.
- In the Lagoon is painted out the rocks, reefs and shoals as seen by me.
- Villages.
- (F & C) Tide rises 6 feet. Westerly current constant 1/2 a furl.
- The channel between Apian and Takaona



Documents 1858F

Navigation matters for Apaiang, Gilbert Islands, by Rev. H. Bingham, Jr.

F1. Sailing directions for Apaiang

Source: Article in The Friend, Honolulu, June, 1859.

For the benefit of such vessels as may be disposed to touch at our islanjd, (Apaiang,) let me communicate the following items:

In approaching the island either from the north-east or south, every effort should be made to opass through the channel between Apaiang and Tarawa, (Know Island,) about eight miles in width, from the east, keeping close to the south-east extremity or bend of Apaiang, as a strong current generally sets to the west. Here the cocoanut trees, which have been in sight on the eastern side, terminate, and a reef commences which runs for four or five miles to the north-west, when it is interrupted by an **islet** covered with cocoanut trees. On this reef, two-thirds of the distance from the termination of the main land, to this islet, stands a **lone tree**. Midway between this tree and the main land lies the windward channel or passage to the lagoon, distinctly marked by a cluster of rocks, generally above water, lying on the starboard or south-east side of the channel as you enter. Directly opposite this channel, or rather in its mouth, is an **excellent anchorage**, in from five to eight fathoms. Its width, an eighth of a mile. Just within the channel is a bar with three fathoms water at high tide. The lagoon then speedily deepens into ten and fifteen fathoms. The direction for entering ia N.N.E. by compass. From this anchorage ready communication can be held with the main land, distant one mile south-east. The **mission premises** are near Koinaua, one-half mile sough-east from the village (pronounced Ko-ee-now-ah). This is the capital of the island, and bears due north from the channel, distant about eight miles, directly across the lagoon. There is also another good anchorage half a mile to the northwest of the islet to which I have referred, opposite the leeward channel. This channel is obstructed occasionally with sunken rocks, while the windward one is quite free. The depth of the two is the same. The distance of the leeward one from the mission premises is about six miles. Still quicker and more easy communication would be held from the windward channel, from the fact that generally a boat might make the run in both directions with a sail. In case ship-masters should be willing occasionally to bring us a mail or to call upon us when

they are to pass near our island, the above statements might be of some assistance to them, in occasioning them as little delay as possible. Water can be obtained at our island. The lagoon also furnishes an excellent place for "coopering."

F2. Weather and winds of Apaiang

Source: Article in *The Friend*, Honolulu, December, 1860.

...
...

Weather and Winds of Apaiang.									
1858.	Number of clear days.			Number of days clear or cloudy, having only one shower.	1859.	Number of clear days.			Number of days clear or cloudy, having only one shower.
	Overcast.	Shower.	Rainy.			Overcast.	Shower.	Rainy.	
January	16	2	5	0	January	16	3	6	1
February	23	2	1	4	February	20	5	2	0
March	16	9	3	1	March	22	3	6	1
April	16	8	6	0	April	17	9	5	1
May	26	3	2	0	May	23	5	1	0
June	18	3	7	1	June	22	7	1	0
July	12	3	3	0	July	19	7	2	1
Novem'r	17	3	5	0	August	23	4	1	0
December	16	5	8	1	Septem'r	26	3	1	0
Total.	160	44	37	12	October	24	7	0	0
				36	Novem'r	19	6	4	0
					Decemb'r	15	4	9	1
					Total.	246	63	38	10
									40

Thermometrical Observations.

Of 598 morning observations, the lowest was 76, the highest 84.

Temperature, 80° Fah. on 72 occasions.

" 81 " on 76 "

" 82 " on 279 "

" 82½ " on 46 "

" 83 " on 44 "

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Of 506 noon observations, the lowest was 77, the highest 91.

Temperature, 85° Fah. on 22 occasions.

" 86 " on 60 "

" 87 " on 67 "

" 87½ " on 22 "

" 88 " on 158 "

" 88½ " on 20 "

" 89 " on 48 "

" 90 " on 36 "

" 90½ " on 3 "

" 91 " on 6 "

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Of 617 evening observations, the lowest was 78, the highest 85.

Temperature, 80° Fah. on 22 occasions.

" 81 " on 34 "

" 82 " on 96 "

" 82½ " on 22 "

" 83 " on 178 "

" 83½ " on 64 "

" 84 " on 165 "

" 85 " on 17 "

598

Winds.

Days. Direction.

6 Wind N.

3 " N.N.E.

38 " N.E.

31 " E.N.E.

316 " Easterly.

62 " E.S.E.

57 " S.E.

9 " S.S.E.

13 " S.

1 " S.S.W.

1 " S.W.

0 " W.S.W.

5 " W.

2 " W.N.W.

4 " N.W.

0 " N.N.W.

50 " Variable.

596 days observed.

Force.

207 days wind fresh.

261 " " medium.

122 " " light.

15 " calm, or nearly so.

15 " " in morning.

26 " " in evening.

1 Note: The above observations of weather and winds are believed to be in the *main* correct. The *thermometrical observations* were principally noted by Mrs. Bingham.—Hiram Bingham.

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HISTORY OF MICRONESIA

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