

EARLY TRADE

- (1) General.
- (2) Traders and Shipowners.
- (3) Shipping.
- (4) Ships' Logs and Journals, Lists of.
- (5) Ships' logs and Journals, Abstracts from.
- (6) Ships' Captains.

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EARLY TRADE

GENERAL



PACIFIC TRADE

Miscellaneous Papers relating to Pacific Trade in the Baker Library,  
Harvard University

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- (1) Sultan (ship). Boston to Canton, 1815-1819.  
1 Account Book. Baker Library MSS:733/432.
- (2) Frederick (brig). Boston to Canton, 1821-1825.  
2 volumes: Accounts of disbursements to crew; also records of  
furs collected by brig Frederick in 1821-1824 and sent to Canton  
on ship Sultan. Baker Library MSS:733/438.
- (3) Hunnewell family (mainly James), Charleston and Boston, Mass.,  
Honolulu. 84 bundles & 17 cases, 1823-1869.  
Account books and other papers relating to trade with Hawaii  
and other Pacific Islands, 1832-1869. Accounts of individual  
ships have wherever possible been kept together. These include  
Syren, Polynesia, John Gilpin, Washington Allston, and Eliza  
Warwick. There are many letters and papers from Charles Brewer  
and Henry A. Pierce. Non-business material is in the Houghton  
Library. Baker Library MSS:733/443.
- (4) Astor, John Jacob, New York, 1809-1848.  
19 vols & 29 boxes.  
China trade and fur trade. Baker Library MSS:766/617.
- (5) DeWolf, James, Bristol, R.I. 3 vols & 1 box, 1795-1865.  
1 box of unbound papers, 1795-1865; letter book, 1817; ditto,  
1830-1833; invoice book, 1827-1837. Baker Library MSS:766/621.
- (6) Bryant and Sturgis, Boston, Mass. 13 vols & 1 envelope, 1811-1872.  
Journals, ledgers and letter books, 1811-1872.  
Baker Library MSS:766/633.
- (7) Perkins and Company, Canton, China, 1820-1891.
- (8) Houqua, Canton, China, 1841-1843. 1 letter book. Photostat.  
Mostly letters to Americans. Events of period; methods of  
shipment; questions of sale; profits; problems of foreign  
exchange. Baker Library MSS:766/649.

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FIJI TRADE - MISCELLANEOUS TRADING FIGURES

(1) J.B. Williams to his brother, Levuka, 4.5.1846.

Freight rate to Sydney 30/- per ton.

(2) Maid of Orleans - May, 1851.

1st mate	-	\$25
2nd mate	-	\$12
6 seamen	-	\$12
2 boys	-	\$6 and \$5
Cook	-	\$16
Steward	-	\$16

4 seamen deserted and 1 discharged in islands.

(3) Bark Pilot - ~~1850+1851~~ 1852.

Insurance on ship \$8000, and cargo \$8000; from Salem on a trading voyage to, at and from all ports and places to which she may proceed in the Pacific Ocean and elsewhere eastward of the Cape of Good Hope one or more times to same port and until her return to port of discharge in the United States.

Risk not to exceed 2 years from above date.

Six per cent per annum  
warranting six per cent  
26.4.1852

(4) Mary A. Jones

Discharged at Sydney August and September, 1857.

1st mate	-	Salary \$40 p.m.
2nd mate	-	\$35
Cook	-	\$25
Seaman	-	\$25
2 seamen at	-	\$20
2 seamen at	-	\$15

Engaged September, 1856

2nd mate	-	£7
Cook	-	£7
5 A.Bs at	-	£5

January, 1856

5 A.Bs at	-	£4
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21.7.55

2nd mate	-	£7
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5 A.Bs at - £5.10.0  
2 O.S. at - £4  
Mate - \$25  
Cook/Steward - £7

(5) Pilot (bark) - 12.4.1852.

Master	- per agreement	
1st mate	- \$25	Commission - \$112.97
2nd mate	- \$15	Commission - \$112.97
4 seamen at	- \$12	
4 ordinary seamen at	- \$5	
Cook/Steward	- \$17	

Shipped at Manila - 25.4.53.

3 seamen at - \$20



EARLY TRADE - SYDNEY

REFERENCES

Trade

(1) Kemp, R E "Commercial Life in Australia a Century Ago" Aust Hist. Soc. - Journ. & Proc., vol 4, pp. 131-61.

991  
A

(2) Thornton, G. "Reminiscences of Sydney Trade and Traders... the beginnings of Sydney commerce". [1896] Newspaper cuttings, v. 116, p. 52 (also 70-1?) F991.1  
N

Shipping

(3) Beeke, L., and Jeffery, W. "The sea story of Australia" Lond., 1899. Pt. 622-32 [Australian extracts from Fatigally Review]

9990.1  
A

(4) Churchward, Lloyd G. "Rhode Island and the Australian Trade 1792-1812" [with lists of ships and dates on their visiting New South Wales] Extracted from Rhode Island History, vol 7, no 4, pp. 97-104 (Oct., 1948).

[Chart from Log of the Ann and Hope showing route to Australia 1798]

339.0749  
C

(5) Churchward, Lloyd G. "Salem merchants and the Australian trade 1832-1842" [with list of Salem vessels visiting Sydney 1832-1842] Extracted from Essex Institute -

339.0749

C Historical Collections, v. 48, no. 4 (Oct., 1948), pp. 295-303.



- (6) Dumbaler, Thomas. "New Light on the earliest American voyages to Australia; [with list of American ships visiting Australia, 1792-1812]. American Neptune 10:52-64 (Jan, 1950).  
9910.905  
1
- (7) Ditto. Sailing the World's Edge.
- (8) Earnshaw, J H. "Progress of Australian shipping for 150 years" in "Shippers, Commerce and Aviation of Australia", 1938, H.  
9-31  
MD 9 339.0901  
2
- (9) Moss, K P. "150 years of marine progress, 1788-1938"  
656.509  
M
- (10) Nichols, G R. "Notes on Australian shipping" 9339.7  
N
- (11) Parker Gallery. Catalogue of contemporary prints and pictures of old ships [1939?]. [with historical annotations]  
656.509  
P
- (12) Rhodes, F. "Australia's maritime history", by Junius.  
1932-3. [Extracted mostly from The Herald, Perth,  
and The News] 9656.509  
R
- (13) Ditto. "Poyant of the Pacific"
- (14) Solmon, M. "Some early ships" (Newspaper cuttings, 6, H  
70-76, 108-114, 131-4) 9991  
N



(15) Sydney as a maritime port (Newspaper cuttings, 7, pp. 48-52, 76-7) 9991  
N

(16) Watson, J. H. "Ancient Mariners" [1915-1922] 656.5  
W

(17) ditto "Austrolian mariners of the past; the ships they sailed in" Scottish Australasian (Jan, 1918), pp. 604-5 059  
S

(18) ditto "History of Australian shipping" Goldfellow (Feb, 1928; June, 1928; Mar.-Sept, 1929; Feb, Mar., 1930, various pp) 93347  
0

(19) ditto "The Mercantile Marine: its contribution to Australian history" Aust Hist Soc - J & P, vol 3, pp. 227-57

✓ (20) ditto "Australian shipping" newspaper cuttings and (all modern stuff NB9) inter. 1907-1922 93397  
W

(21) Coom The Schoner Men in her Swallow Gold.

shipbuilding

✓ (22) Australian shipbuilding: first merchant vessel Sea, Land and Air (Sept, 1918), pp. 416-8 9339 05  
S  
NB9. built a steel ship built in 1918!

(23) Watson, J. H. "Early shipbuilding in Australia" Rev. Aust. Hist. Soc., J. & P, 1920, pp. 96-120



✓ (24) Ditto shipbuilding in Australia [newspaper cuttings, no.  
(see below  
orig. copy of notes 1907-22 9623.8  
see) W

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Plattat (24) P. 101 Article entitled "Shipbuilding in Australia"  
(There is nothing else historical in (24))

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EARLY AMERICAN TRADE WITH THE SOUTH SEA ISLANDS

- (1) Dulles, Foster Rhea. "The Old China Trade". Boston and New York, Houghton Mifflin Company, 1930.

Especially Chapter VI "The Seal Fisheries"; and Chapter VII "Islands of the South Seas".

*and see also Bellin's map.*

- (2) Account of the sandalwood operations in Fiji of the 'Hope', to be traced.
- (3) Morrell, Benjamin. "A Narrative of Four Voyages". New York, 1832.
- (4) Maybe for (2) one will find clues in:

Ingraham, Joseph. "The Log of the Brig Hope". Hawaiian Historical Society Reprint, No.3.



HRNSW V: 644-5 The East India Company to Sir Stephen Cottrell.

East India House, 6<sup>th</sup> June, 1805.

Sir,

The Court of Directors of the East India Company have taken into consideration your letter transmitting an extract of a letter from the Governor of New South Wales to Lord Camden, containing a suggestion with respect to vessels built in New South Wales being permitted to export from thence to China sealskins and an article called "trepang," and bring back the produce of that export for the supply of the inhabitants of New South Wales; also stating that the Lords of the Committee of Council for Trade and Foreign Plantations are unwilling to have the question under their consideration until they shall have received the opinion of the Court thereupon; and I am directed to acquaint you, for the information of their Lordships, that the Court are of opinion that the proposition contained in the application of the Governor of New South Wales involves a question of very great importance, and requires the most mature deliberation - namely, in what manner and how far encouragement should be given to shipbuilding in New Holland, and the inevitable consequence of building ships there, where restrictions may be at first enjoined, to an intercourse



Early Trade, cont'd.

1805

which must be with all the parts of China and Indian seas. If by these and the other means of growth which the colonies in New Holland so largely possess, a population of European descent, reared in a climate suited to support the energies of the European character, should become very numerous, as well as active and opulent, it may be expected that they will acquire the ascendancy in the Indian seas; and therefore the Court consider that the possible consequences of the rise of such a new power may well deserve to be prospectively considered with due seriousness before the first measures calculated to lead to them are adopted.

W. RAMSEY.



Roe, M. "Colonial Society in Embryo". Historical Studies, vol.7, no.26 (May, 1956), pp.149-59.

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157. The ex-convicts (indeed the men of all classes) who achieved the greatest fame and wealth engaged not chiefly in agriculture, however, but in commerce, where their activities - in conjunction with those of the Calcutta merchant, Robert Campbell - destroyed the officers' cruel and exacting trade monopoly [Footnote: A point too often overlooked, although it does not, of course, imply that the officers ceased to engage in trade. For tributes to Campbell from the residents of the colony, C.O.201/41, 20 et seq.]. The wonderful name in this connection is, of course, Simeon  
158 Lord, who, having made his fortune as an enterprising import merchant, employed it so usefully - for example, in exploiting the Newcastle coal and timber trade and the southward fisheries. His particular associates were Kable and Underwood, Robinson and Mann; with them he formed a group which was just as ~~impertinent~~ impertinent and almost as troublesome to Governor King in 1805-6 as the officers had been a few years earlier [Footnote: See especially the correspondence in Colonial Secretary's ~~letter~~ In-Letters, vol.3, p.53 et seq., and Macarthur to Piper, 29 Sept., 1805, Piper Papers, vol.2]. James Larra and Matthew Kearns are two more examples of the many who prospered as traders ..... Of all the men who left England under sentence of the law and who came under Bigge's particular notice only Francis Greenway was not already an established figure when Lachlan Macquarie assumed office.

..... A few [women convicts], such as Mary Raby [Footnote: See, e.g. J.M. Forde, "The Genesis of Commerce in Australia", Journal of the Royal Australian Historical Society, vol.iii], proved competent in the great game



of trade."

.....

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Keeble and Underwood, Robinson and Mann; with them he formed a group which was  
just as [unclear] important and almost as troublesome to Governor King in  
1805-6 as the officers had been a few years earlier [Footnote: See especially  
the correspondence in Colonial Secretary's Papers, vol. 5, p. 25].  
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way was not already an established figure when Captain Macquarie assumed  
office.  
..... A few [women convicts], such as Mary Fair [Footnote: See  
e.g. J.M. Forde, "The Genesis of Commerce in Australia", Journal of the Royal  
Australian Historical Society, vol. 11], proved competent in the great game



COCONUT OIL

Hudson, Derek, and Kenneth W. Luckhurst. "The Royal Society of Arts 1754-1954." London, John Murray, 1954.

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P.160. "The shortage of oil in Great Britain during the eighteenth century has already been referred to. This need was naturally in the Society's mind when it considered the potentialities of the colonies, and in 1758 it introduced a premium for the planting of olives in the American colonies south of the Delaware river. .... (not a success) ...

p.161. The Society's efforts were dropped, therefore, until the next century, when a premium was offered, but never awarded, for olive oil produced anywhere in the (by then far more extensive) British Empire.

Early in the nineteenth century the Society also became interested in coconut oil. This was on account of a report which it received in 1816 from Thomas Hoblyn, who claimed to have initiated the importation of this oil into this country from Ceylon. The Society gave Hoblyn a silver medal for starting this trade, and another the next year for an oil-press designed by him and manufactured by Messrs. Bramah. A few years later it offered further awards to those who would follow up Hoblyn's initiative by importing coconut oil from any part of the Empire. (Footnote: The reason given for this offer is interesting in view of the development of coal-gas lighting just at that time. It was 'to encourage the use of coconut oil for the purpose of illumination, such gas having been found much superior to those commonly in use'.).

This offer had important results in Mauritius, where the Governor, Sir Galbraith Lowry Cole, who was a corresponding member of the Society, did his best to publicise it. A French planter, M. Barbé, successfully claimed a medal for exporting seventy-six tons of oil to England, and this award, and the encouragement of the Governor, resulted in the coconut, which was already being grown on a small scale in Mauritius, becoming recognised there as a great potential source of wealth, and being developed into one of the most important products of the island."

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COCONUT OIL TRADE; BEGINNING OF

- (1) In Tahiti: "In fact only those branches of trade had developed which required neither a marked change in the organization of labour nor any important modification of productive technique. Thus, while the Society Islands missionaries failed to interest even progressive leaders like Pomare II in the manufacture of sugar and cotton cloth, they obtained ready support for the proposal that coconut oil should be prepared for the market." Davidson.
- (2) References: Quarterly Chronicle of the Transactions of the London Missionary Society, I:441-2; II:157-160; 219-221; 233; 248; 319; Ellis, 227-234; 246-7; 314-5.
- (3) Sydney Gazette 15.6.16 2b. Governor Macquarie, from Society Islands, reports that Catherine (Capt. Graham), had gone to England, with full cargo of oil. [But check to be sure that it was in fact coconut oil].
- (4) For trade with England in coconut oil see L.M.S. to Rev. S. Marsden, 20.12.21 (Marsden Papers, vol.4, pp.132-4). ML A1995.
- (5) First cargo shipped by A. Birnie on the 'Hope' (Capt. Grimes) to England realized £1,800 - Williams, Missionary Enterprises, p.42.



Coconut Oil ✓

James Birney

Excerpt from letter dated 20.6.1820 from George and Alexander Birnie to James Birnie - 1820 (Wentworth Papers) A753, p.349-53.

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"The Cocoa Nutt Oil is a very unsaleable article here, some of it has lately been sold for £30 per Ton there is very little demand for it being only used in small quantities in making Soap.

.....

By Mr Marsden's letters to the directors of the London Missionary Society we learn that there is a considerable quantity of Cocoa Nutt Oil at Sydney and at Tahiti and the directors are very anxious to get it home, should you not be able to send the Queen Charlotte with the Hope, we wish you to engage with Mr Marsden to send it home in her or in the Perseverance if fit for it, we think you could take in what may be at Port Jackson and then go to the Islands for the remainder and from thence direct to London, and should there not be enough at both places to load her you can take in some wool at Port Jackson, we think you might bring it home at the same freight that any other vessel would bring it from Port Jackson only, if you should engage to do this you will send Mr and Mrs Hayward to the Island free of expense to the Society, or if you can assist Mr Marsden in procuring any other vessel to bring it home at a moderate freight you will oblige the directors."

Note: James Birnie was brother, Partner and N.S.W. Agent of Alexander Birnie, London Merchant.

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Cocoanut Oil

Hankey to Rev. Samuel Marsden, London, 20  
June, 1820: -

"I beg to acknowledge your favor of the 21  
July last. . . . it also advised that you had shipped  
a quantity of Cocoa Nut Oil to a House in London,  
directing the proceeds of the sale to be paid to the  
Society. . . . I send you enclosed, also, a copy  
of the Account Sales of the Oil by which you will  
observe that the Net proceeds amount to £149.9.11,  
the price at which it was sold being £50 per  
ton. The sale was, in the issue, more advantageous  
than we at first expected, but, whether it will  
answer your own hopes or not, I am sorry I  
cannot give you the assurance of equal prices  
for any other quantity you might ship in future.  
The purposes to which it is applicable in manu-  
factures is much more limited than was at  
first supposed, and it is considered serviceable  
chiefly in making Soap. I understand that  
some subsequent importations have only brought  
£30 per ton. These particulars will enable  
you to judge how far it will be advisable to  
recommend the culture of it in the Islands, or to  
ship any further quantity to this country, out of that  
which appears to remain on hand, on account of the  
Society, at Port Jackson."

(Marsden Papers, vol. 4, p. 108-9, A 1995.)



This appears to have been the first shipment,  
The Naval Officer's Returns show the following  
shipments: -

Surrey, 23 July 1819, 28 casks coconut oil  
Admiral Cockburn, 25 Feb. 1820, 30 casks " "

The Catherine, mentioned in your letter of  
Monday (n.d.), which had gone from Tahiti with  
a full cargo of oil in June 1816, was a whaler.

The Birmies (in 1820) were referring probably to  
Marsden's shipments because Hankey had asked  
Marsden to use the House of Birnie in future, one  
of the Birmies being a director of the Society.

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Bergman, George F. J. "Solomon Levy in Sydney". RAHS Journal,  
v. 49, pt 6 (Mar., 1964), p. 410. In 1825, Levy "had a  
large establishment at Okalite (Tahiti) and had two barks  
of 140 tons in the trade with this island, procuring coconut oil,  
pearl shells, amaroet, beche de mer, tortoise shells, having  
engaged £5000 in this business" - Col. See in letter, 1828,  
no. 55, p. 107. P. 408 - exported coconut oil from  
Sydney in Lachy Rowena, 1826-27. see card under  
Early Trade.

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Cocoa-nut oil

The Australasian (concerning with the first number on 14.10.24) gives the prices in London, of Colonial production.

In this instance the price of cocoa-nut oil per ton up to 30.3.24 was £28.10.0.

Shells n.o. blue edged - no quotation

holland at Leyds to NSW 3¢ outward 4-6 % backward.

Note that the ship Hawkebury, hired from Andrew Thompson by Samuel Marsden (acting for the L.N.S.), returned from Tahiti in 1806 with a cargo of pork and cocoanuts. Nichol Rol's thesis, p. 84

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For method of making Coconut Oil in the Society Islands in 1847 see Shipley, c. "Sketches in the Pacific", p. 17.

Coconut oil 520 barrels = 60 tons (of oil).



# Cocoanut Oil

## Exports from Sydney

Figures from official statistical returns

1822	none	[1 <sup>st</sup> year of statistics]	
1823	9 casks		Value not known
1825	241 "		to G.B. " " "
1826	67 "		" " £ 400
1827	11,922 galls.		" " £ 1209 "
1828	92 tons		£ 1633
1829	51 "		£ 970
1830	{ 69 "		to G.B. £ 1326
	{ 20 "		elsewhere. Value not given
1831	{ 57 <sup>3</sup> / <sub>4</sub> "		to G.B. £ 720
	{ 31 "		elsewhere. Value not given
1832	nil		
1833	nil		
1834	3 tons to G.B.		£ 70
1835	954 galls. " "		£ 90
1836	53 tons	{ to G.B. £ 400 } { to U.S. £ 600 }	£ 1,000
1837	nil		
1838	44 tons	to G.B.	£ 2,200
1839	38 "	" "	£ 1,270
1840	321 "		price not given



Cocoa nut oil

Exports from Sydney (contd.)

1841 - 1850 Cocoa nut oil omitted from official statistical returns for these years, but imports to Sydney are given.  
See below

1851	26 1/2 tons	to G.B.	£ 328
1852	51 "	" "	£ 730
1853	186 "	" "	£ 4964
1854	159 "	" "	£ 5156 + £ 400 to other colonies.
1855	373 "	" "	£ 10,270
1856	528 "	" "	£ 15,436 + £ 1425 elsewhere
1857	{ 727 "	" "	£ 26,075 } 300 }
	{ 27 "	" Holland	

Imports

1838	123 tons	£ 3501	} Figures from Sydney General Trade List
1839	99 1/2 "	£ 1634	
1840	105 "	£ 1210	
1841	78 "	£ 1336	
1842	141 "	£ 2092	} Figures from official statistical returns.
1843	270 1/4 "	£ 3692	
1844	150 "	£ 2308	
1845	150 "	£ 2308	
1846	144 "	£ 2101	
1847	136 "	£ 2006	
1848	162 "	£ 2677	
1849	848 cwt	£ 1189	
	<del>140 cwt</del>	<del>£ 904</del>	
1850	119 tons	£ 2222	



Cocoanut Oil  
Sydney prices

- 1849 March - Considerably declined in price, last sales at £25 per tun.
- 1850 Feb. - £22.5.0
- " May - £25, and same till end of year.
- 1851 April - reported wanted for soap boiling, suitable descriptions of tallow being scarce.
- " Sept. "but little has been offered from the islands."
- " Sept. 29 Auction sale by G. A. Floyd of cargo of Atalina, from Navigators' Islands, which included 24 casks of cocoanut oil. Price not given.
- " Nov. 8 Mart & Brown's Annual Produce Circular states "latest English accounts quote cocoanut oil at £26.10.0 to £30.10.0.
- " Dec. £22 - £23.
- 1852 Feb. " "
- " Sept./Nov. "none offering".
- 1853 Feb. " "
- " Aug. freight to London on oil quoted at £3 to £3.10.0 per tun. (S. G. 20 Aug. 1853).
- 1854 Apr. Cargo of Genne fusie sold at auction in Sydney for £41 per tun.



1861, Jan. Auction in Sydney £36 per ton.

(R. Towns to R. Brooks, 19 Jan. 1861:—

"Cocoa nut oil was run up by that fellow Floyd last week at auction to £36 per ton, this I look on as a hazardous spec at such a price, and we can hardly expect ballow to hold present prices when we must look for a fall in Cocoa Nut Oil also").

(Letter Book Towns to R. Brooks, 1859/76, Uncreat. Mss. Set 307, item 71)

1866, Feb. Caernarvon's oil sold at from £38.10.0 m. cash in bond to £42 duty paid. (Brooks Letter Book from Towns, Feb 65/Jan 76 Uncreat. Mss. Set 307, item 72, p. 47.)

1866, 23 Nov. S.M. Herald has "Cocoanut oil dull, £34-£35." Issue of 15 Nov. quotes London prices:—

"A large business has been done in cocoanut at higher prices; fine Sydney 48/6 to 49/6. At sales 445 casks Sydney ex Damascus 45/- to 58/6; inferior down to 42/-; 774 casks ex John Duthie, fine 47/6 to 49/-, good 46/- to 47/3, down to 40/-, etc.

628 casks shipped by McDonald, Smith & Co. by Strathnaver, 20 Nov. 1866.



1867 Jan. £37.10.0 net cash (Towns to Brooks),  
1869 Feb. £30 per ton (Towns to Brooks).  
April  
Sept. 27 ~~£40~~ £37 to £41 (S. M. Herald quotes  
Sydney c. oil at).

Exports from Sydney Jan. 1 - Sept. 8, 1869  
6403 casks. McDonald, Smith sent 1147  
of these on Sept. 3.

By the Damascus on Sept. 29 R. Towns  
sent 351 casks.

Feb. Shipped by Planet 236 casks  $\frac{T}{9\frac{1}{2}}$   
£3667-9-2.

(Letter Books... 1865/71, vol 307, item 72, p. 256)

Scott, Henderson offered £36.10.0 for parcels  
sent by Caldbeck and Planet. (c. a p. 291).

1870 Jan. £32.10.0

1871 July - Towns shipped 100 tons by the  
Warwick.



COCONUT OIL

MEASURES

Anderson, William. "The London Commercial Dictionary, and Sea-Port Gazetteer ...". London, Effingham Wilson, 1819.

WINE MEASURE

4 gills = 1 pint.

2 pints = 1 quart.

4 quarts = 1 gallon.

9 gallons = 1 anker.

13 gallons = 1 runlet.

42 gallons = 1 tierce.

2 tierces = 1 puncheon.

63 gallons = 1 hogshead.

2 hogsheads = 1 pipe or butt.

2 pipes or 4 hogsheads = 1 tun

i.e. 1 TUN (or TON) = 252 gallons.

Many of the less valuable oils (e.g. Hemp Seed, Linseed, Olives, Rape Seed, Seed Oil) were assessed for Customs purposes at the TUN of 252 gallons. In the Shipping Returns it is spelt TUN or TON impartially.

The Oxford Dictionary has: Tun measure of capacity for wine and other liquids, usually equivalent to 2 pipes or 4 hogsheads, containing 252 old wine gallons.

The Shipping Gazette and Sydney General Trade List 23.10.47, p.627 has "900 barrels or 100 tuns of oil".

The Friend 1.5.41, p.51, speaks of "1 ton of 2 pipes or 252 gallons".

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Tun "900 barrels or 100 tons of oil".

(Shipping Gazette, 23 Oct. 1847, p. 627)

"1 ton of 2 pipes = 252 gals.

(Friend, May 1, 1841, p. 51)

1 hoghead	= 63 gallons	} Webster's } Dictionary
2 hogheads	= 1 pipe	
2 pipes	= 1 tun	

Wine Measured, old style

anker = 10 gallons

runlet = 18 "

tierce = 42 "

hoghead = 63 "

punchon = 84 "

pipe or butt = 126 "

tun = 252 "



Harry,

Many thanks for your note on the subject of oil measures. I suspect that casks of various sizes were used in the trade - perhaps, on occasion, the cask of one full tun; certainly the pipe (to which I have specific references); and possibly a variety (or varieties) of barrel, as mentioned in the Sydney source you cite.

Our respective material seems to bear out the general interchangeability of tun and ton, as terms used in shipping reports, consular records, etc. Assuming that the first always meant a definite liquid measure (or <sup>was</sup> the word ton misspelled), this makes some sense.

(1) The gallon, hogshead, pipe and tun, as wine measures, are the same in the U.S. and Britain, and in the former, the wine gallon is also the standard gallon.

(2) The short ton of 2,000 pounds is the commoner in the U.S., but for customs purposes the British or long ton of 2,240 is used - hence a second point of consistency.

(3) Coconut oil would weigh about eight pounds per wine gallon, perhaps a little more (a gallon of water weighs about  $8 \frac{1}{3}$  lbs. in the same liquid measure); and so a tun of oil would probably weigh something between a short and a long ton.

The barrel, which is not a wine measure, may have been a variable quantity. I notice, for example, that one of the commonest (if not the commonest) barrels in the U.S. contains almost exactly  $\frac{1}{8}$ th of a tun, not  $\frac{1}{9}$ th; but by weight, nine such barrels of oil would be rather nearer a long ton, I imagine, than would the one tun cask.

*Wick*



## Cocoanut Oil

Price in London, 1848, 1852, 1853, 1855

- 1848 early in year £60 - £63 per tun.  
(described as a high price)
- " late in year £33 - £38½ " "
- 1852 begins at £27½ - £35½ " "
- " May £33 - £36
- " (May 8 "Hardly so firm owing to several large arrivals")
- " then steady rise till end of year when £38 - £40½. This was Fairclough's first year.
- 1853 begins at £40 - £42. Steady till
- " Sept. £43 - £44½.
- " Nov/Dec. £45 - £46½
- This was Towns's first year.
- 1855 Jan. £49 - £50
- " Feb. £46 - £48
- " Mar. £42 - £43
- " May £43 - £45 to £42 - £43
- " Sept. £44 - £45 x
- " Oct. £45 - £46
- " Nov. £51 - £52 x
- " Dec. (end of) declined to £45 - 47

"Speculators have made considerable purchases in cocoanut oil at advanced rates."



Cocoanut Oil (contd.)

Quantities imported (in cwts.)

1846	41,451	
1847	17,596	x probably cause of high
1848	47,792	price in early 1848.
1850	98,040	
1851	55,995	
1852	101,863	
1853	164,196	
1854	208,827	



"The English whaler Ranger reports on 10th January spoke the U.S. ship Herald, off the King's Mill Group, trading for coconut oil, and other produce; if successful in her cruise, the vessel would proceed to India, otherwise, come on to Sydney." - Sydney Morning Herald 16.4.1851.

The Herald arrived at Sydney on 8 June 1851. Charles T. Terry, master. Had sailed hence on a whaling voyage on 3 May 1850. Had touched at Upolu<sup>1</sup> on 3 May 1851. Cargo sperm and coconut oil. 22 crew. Tide Surveyor's report lists only sperm oil, 650 barrels, but Health Officer's report mentions coconut oil.

[The Herald had sailed from Sydney in January 1849 on a whaling voyage, and returned with sperm oil only].

<sup>1</sup>The MS shipping list gives Upolu as only port visited, and under heading of places touched at the entry is None. But the newspaper report states she had spoken the following vessels: Feb.25, at Simpson's Island, schooner Chieftain, Capt. Strong, of Sydney. March 2, barque Belle, Hardy [Handy?], of Fair Haven ..... April 25, ship Lalla Rookh sailed from Upolu. Touched at Pleasant Island, March 19, Earl of Harwick, of London.

The Herald had 150 barrels of coconut oil.

.....



Robert Towns to Robert Brooks.

12<sup>th</sup> Mar. 1847

... "I have just left him (Fotheringham). He sent for me to be present on board the trader Castle at an enquiry he had to make, but the matter ended quietly - the fact is Fotheringham has fairly beaten the parties connected with that vessel in the shipment of the Protest's oil by his honest and straightforward proceeding - knowing his men, he had the precaution to have them bound by written agreement from which they afterwards wished to shrink, but he has firmly bound them to their agreement although every attempt has been made to wile him from his purpose - the difference to you might have been great. I have no doubt they will take all your Protest oil now comfortably, but as the freights has taken a start and plenty of wool offering - they thought wool at  $1\frac{1}{4}^d$  would pay them better than your oil - and but for Fotheringham's firmness they would have gained their point. Mr. B. Boyd, being the Agent, was of course the grand mover and wished to shut your oil out to make room for his own, but his plan has failed in this instance."

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(R. Towns & Co. to R. Brooks & Co., 27 Mar. 1868)

"We are glad to see C. N. oil keeping up & Sydney oil in repute, and we are daily looking for arrival of two of our vessels which ought to have between them 100 Tons, and as freights are now rapidly falling, we shall be able to make a favorable shipment."

(Letter Books, Feb. 1865/Jan. 1871, set 307, item 72, p. 200)

(R. Towns & Co. to R. Brooks & Co., 22 Apr. 1869)

"You also send us a sales of C. N. oil per Golden Sea, which is satisfactory. Could we have stopped the shipment per Caldbeck we could have sold it here at £40 net cash. We sold 15 tons which had not been shipped."

(Letter Books, Feb. 1865/Jan. 1871, set 307, item 72, p. 263)

(R. Towns & Co. to R. Brooks & Co., 9 Oct. 1869)

"Do Wilson & Cook make a cask of more moderate price fit for C. N. Oil - something about 50/-. If so we would like 50 tons of them sent.... Here we are paying 68/- to 72/- for C. N. Oil Casks and 85/- to 90/- for sperm.... We also wish 200 muskets for S. S. Island trade - the old percussion tower muskets at about 8/6 is the article required."

(Letter Books, Feb. 1865/Jan. 1871, set 307, item 72, p. 284)

Account sales received Dec. 1869 show Caldbeck oil yielded £2 per ton less than we were offered here, but we thought that at the low freight it would yield a profit. (" " " " p. 295.)



(R. Brooks & Co. to R. Towns & Co., 28 Jan. 1870.)

"The sales of Black Oil we are satisfied with but are rather disappointed with the result of the Cocoa Nut. We could have done better by selling to others here who were buying on speculation for your market. Scott, Henderson bought largely here from £ 34.10 to £ 36, and must have lost considerably. The price has fallen here to £ 32.10.0. We are sending you per Tamara 90 tons C. N. and 70 tons Whale oil which we hope will arrive to an improving market.

We are put into great difficulty for want of casks for our Whalers and Cocoa Nut Oil vessels. We get them here just as cheaply made as you can get them in London when we can get them, but we find that we cannot depend on the fellows making them. The rapid growth of the wine trade interferes with the oil cask making. The Faraway has now been detained for two months and still requires 100 tons - we would like you to send us out from 50 to 100 tons from Wilson and Cooke filled with Liverpool salt.... Do they make any cheaper casks that would be sufficient for cocoa nut oil, costing about 50/- to 60/-. If so we would like 30 to 50 tons as a trial, also filled with Liverpool salt. With the quantity of Cocoa Nut Oil we are now collecting - 250 tons a year - we must have casks, and Beer Hhds have been from 5/6 to 13/6, being in demand for wine trade"

(Letter Books, Feb. 1865/Jan. 1871, set 307, item 72, p. 300.)



(R. Towns & Co. to R. Brooks & Co., 24 Mar. 1873):—

"As for Cocoa nut Oil the price prevents our further prosecution of the trade—there is a loss of £ 860 on the Strathnaver's parcel over what we could have sold it for on the Spot and about £ 400 on what it actually cost us to collect and bring it from the Islands."

(Letter Books to R. Brooks & Co., 1871-6, Unsent Mss. set 307, item 73).



Evidence of W. E. Riley Appendix to Bigge Report on Agriculture  
and Trade B.T. 9, pp. 3866 - 3898.

The whole evidence is of importance in any study of Early  
Trade in Sydney. The following notes merely refer more  
specifically to the sandalwood and allied trades.

- (1) From 1.7.17 in partnership with W. Jones; from Oct,  
1818 alone. Principally imports from Bengal, China & London.
- (2) We pay 7-8d per lb for salt fish in Sydney supplied  
to shipping. And 3 months ago 10d. Formerly 7d & we  
had to salt it.
- (3) No ships engaged in direct trade to China. We write to  
Calcutta agents to apply to Bengal Govt for licence for  
ship to proceed from hence to China & return with Tea.  
Licence subject to control of Committee of Superintenders at Canton.
- (4) Schooner 'Magnet' next direct from here to China 23.9.18  
with licence from Bengal.
- (5) China goods paid for in Treasury bills, generally at par  
here & returns alone for



(6) Has your ever been refused clearance here to China? 'Lynde' was refused to be cleared on 23 7 19, & see Campbell, who said he did not clear her out for the South Seas.

(7) Voyage to China 7-10 weeks

(8) No trade of late with S S Islands. They used to go for sandalwood, but it is of so bad a quality that it will not pay now.

(9) Sealskins called Pups [POPS] in a dried state exported to China. Sell at dollar to dollar &  $\frac{1}{2}$  Market in China at present glutted by Americans

(Black Oil - Elephant Oil)

(10) Conducted the trade with the Society Islands on behalf of the Missionary Society. Exports to islands as directed by Marsden for Mission. But several colonial vessels used to trade with Society Islands quite independent of control of Mission. We are no longer acting as agents for Marsden. Exports of palm and coconut oil were sufficient to pay for subsistence of missionaries.

SANDALWOOD



(11) System of Detainers. Useful but can be used the instrument of fraud. If a man pledges a Detainer against a person, he will allow him to go in security for the ultimate payment of the debt. An action may then be brought in the Courts for the payment of the same & if proved the security must pay. Debt for which Detainers are pledged

chiefly from Publicans against sailors. Judge Webster has ruled that as Colonial Vessels change their crews so often, their names must be specifically advertised before their credit can be effected, and this frequently occasions much delay. Security must be given if a reliable man detained, even if he doesn't owe debt, or he will not receive his Certificate of Clearance. If a new man be embarked in his room a Bond must be given to be answerable for any debts he may have incurred. The vessel must remain for 10 or 14 days for the man to be advertised and cleared out at the Secretary's office.

(12) Part changes felt heavily by Colonial vessels, their burthen being small & low. Particularly those who go often to the southward.

(Part does from R Campbell)



(13) Vessels from India not allowed to trade between Colony ports  
often than once a year without giving up their India  
Register and becoming a Colonial bottom.

(14) General list of goods from Europe or India -

Riley Robert Campbell, son William Campbell  
Benn & Wolstonecroft Maurice de Meete  
Terry Winslow Jos. Underwood J.  
Underwood Eogan & Fales

(Except of coconut oil for Sundry)



Evangelical Magazine and Missionary Chronicle, N.S., vol.VIII, No. 8  
(AUG. 1830), p.361.

Letter from Rev. W.P. Crook, 1.1.30.

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"Tahiti" is advancing in civilization. Not only are the chiefs, Toti, Hitoti, Paofai, Paraita, and others, accumulating property, but many among the common people use money to buy a cow, and some a horse. This is more especially the case at Pare, where the ships anchor. Several men and women appear on Sabbath days completely clothed in European clothing when they attend Mr. Pritchard's chapel. There are several decked vessels, from twenty to forty, or more, tons, belonging to the natives. The people at Wilk's Harbour, Pare, seem to be more advanced, generally, in knowledge of men and things than the rest of the natives of Tahiti. Toti, Hitoti, Paofai, and Paraita have their horses which they ride. A Sandwich Islander, sent by Boki, keeps a shop at Pare, and has his counter and drawers in complete order. It is this spirit of accumulating property that causes the people to spend more time than formerly on their own lands, which being situated many miles apart, the meetings and schools are, by some, less regularly attended....."

. . . . .



"A Recent Visit to Several of the Polynesian Islands". The U.S. Journal  
(1831).

.....

(1) Part I - June, 1831, pp.194-202.

New importance of coconut oil, since it is now capable of being made into  
candles.

Sugar made by Bicknell and S.P. Henry on Tahiti.

Account of Niulakita, pp.197-8. Rotuma, pp.198-202. (Rotuma was visited  
in February and March, 1830.

(2) Part II - August, 1831, pp.473-482.

Rotuma, cont'd. Extensive knowledge of the English language.

"They are particularly cleanly in their meals, and expressed great disgust  
at the dirty habits of the Sandwich islanders, who touched here in the  
unfortunate brig Temeeamea, under the command of Governor Boki." - p.475.

Visit of canoe from Tonga; Rotumans on Tikopia - p.477.

Visits to Erromanga to get sandalwood, pp.478-80.

(3) Part III - [?], 189-93.

Anchorage in March, 1830. Landed Tahitians and Rotumans to cut sandalwood,  
pp.189-91. Inner Island, n. of Tanna.

(4) Part IV - [?], pp.89-96.

Monteverdison's Islands. Tikopia. Tongatabu.

(5) Part V - 1832, pp.217-9.

.....



"We are informed that the barque Edward (which vessel it will be remembered arrived here a few weeks since, and had to ride quarantine in consequence of small pox having made its appearance) on the voyage, endeavored to make Anatum, but without success; some natives however came off, and the vessel lay up for Tanna, where, for a fortnight, during which time the above disease was on board, the natives were allowed uninterrupted communication with the vessel: the result has been that the distemper was carried on shore. One of the native missionaries caught the infection and died. It is much feared, from the total absence of medical aid, this calamitous scourge will make fearful inroads upon the inhabitants of the island." Shipping Gazette . . . . ., vol. 7, no. 487 (July 30, 1853), p. 221.

"The Louisa, from the South Sea Islands reports that at the Island of Tanna the small pox was raging, having been brought there by the William, from California." Ibid., p. 226.



" Captain McLeod of the Ariel, complains very much of the extortionate rate of harbour dues which the head chief of Wallace Island seeks to enforce on the master of all vessels entering that port. He says that these charges have been framed by, or put on at the instigation of Captain Stammers, of the schooner Duke of Wellington, which from their extortionate nature (nearly three times the rate charged in Sydney), would keep all vessels from going to that place to trade. Captain Stammers would thus monopolise the entire trade of the island. The chief of the island, who is also the pilot, boards all ships entering that harbour, and if any objection is made by the master to the rate of charges, he instantly endeavors to intimidate them by threatening to shoot them, and thus force payment of the charges. The following is a copy of the printed form of dues.

This is to certify that I, JOHN EMANUEL, Head Chief of Honoculu, Wallace Island, and likewise Pilot, do charge 12 dollars to anchor a ship in the outer harbour, and 15 dollars the inner harbour by the small island, as all captains dislike the outer harbour on account of a foul bottom.



HARBOUR DUES. - Six dollars for a schooner or other small vessel, - 10 dollars outer harbour, - 12 dollars inner harbour; should any vessel wish to go further up, 1 dollar per mile. I likewise charge 10 dollars for trading for a ship, until the captain is satisfied with trading; I likewise charge 5 dollars for any runaway seaman apprehended by the natives, the captain paying the same before taken on board. No man to leave his vessel without the consent of his captain and myself; if any native does wrong on board, I wish the captain to acquaint me of it, and I will punish him accordingly; if any white man should be guilty of any misdemeanour or steal, I will acquaint the captain of his or their ship.

THE FOLLOWING ARE THE LIST OF PRICES FOR  
TRADE, viz: -

20 good yards, 4 yards of calico  
1 bunch of good bananas, 2 yards ditto  
Wood, cut by the natives, 3 dollars per boat load  
Ditto, if cut by the ship's crew, 1 dollar ditto  
For water, if filled by the natives, 5 dollars per  
hundred barrels



Ditto, if filled by the ship, gratis.

I wish to act well by masters of vessels, hoping they will  
do the same by me.

JOHN EMANUEL

Head Chief of Herocula, Wallace Island.

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Development of Pacific Trade 1791-1817

- (1) History of commerce in S. Pac. for 50 years after foundation of N.S.W. is predominantly aspect of Aust expansion.
- (2) 1791 - first venture, by 5 transports trying out whaling off coast. 2 went further one to N.Z. one wrecked in Transvaal.
- (3) 1796 - now with Spain causes development of whaling in W. Pac.
- (4) 1798-1808 - British privateers in western Pac. Cornwall, Sally, Betty, Hamington, Lucy, Vulture, Part-ou-Puric (seized at Lifu), Sengapatam.
- (5) American traders range far afield when independence closes to Indian ports. Routes: Cape Town - Lima, Horn - Canton, Sydney - American NW.
- (6) object of island calls: rest, fresh water, provisions (fruit & logs, or in N.Z. potatoes & kumara).
- (7) By 1804 trade well begun in Bay of Islands (at first iron tools, later muskets & ammunition).
- (8) (a) 1809 N.Z. trade almost closes as result of "Bong" massacre  
(b) In Tahiti similar shutting by ships for provisions during 1808-15 war  
(c) In Tonga 3 ships Duke of Portland, Union & Part-ou-Puric had been reassured between 1802 & 1806.  
(d) Thus at end of 1<sup>st</sup> decade of 19<sup>th</sup> century trade in provisions temporarily of small importance.



- (9) 1791 Sealy commences in South N.Z. Develops to 1810 when seals decrease.
- (10) 1794 Tucker getting in N.Z. bays. Sporadic interest of Indian merchant houses results in intermittent development to 1809. Real development 20 years later.
- (11) Governor King first Australian interested - interested in development of S. Pac for Gt. Brit & colonies - Norfolk Island farming experiments - interest in N.Z. - and in whaling - efforts to control British whalers in islands, & to care for islanders in Sydney - presents to N.Z. and Tahiti chiefs.
- (12)(a) King's Tahitian hog trading venture (cf. Phillip's early proposal to sail to Samoa for provisions). "Porpoise" voyage 1801 considered by him success - followed by "Norfolk" (wrecked at Tahiti), & 2<sup>nd</sup> voyage of "Porpoise" 1802 - cautious by commercial interests. Further Gt. ships not available owing settlement Port Phillip & Van Diemen's Land.
- (b) King's party contact with Bassa & Borch.
- (c) Commercial party returns to Tahiti - exports small, also vessels (60-120 tons). Trade limited by supply of furs. Gt. Tahiti provided necessary security and recognized barter precedences. 1802 = 75-80 tons; then under 30 tons to 1811; 1811 & 1812 are 50 tons (value £5,000-£6,000). Temporary revival in 1811 by-product of Taomata pearling.



- (13) (a) Existence of Tuamotu pearl grounds known since 1803 when brig "Maguet" wrecked while looking for them.
- (b) 1807 - "General Wellesley" of Norwich cruised in unsuccessful attempt to locate grounds.
- (c) 1809 - William Campbell investigated. 1810 - back in Sydney & then set to Calcutta returning to Tuamotus late in year.
- (d) 1810 - Campbell began operations & during next 4 years 8 or 9 other vessels also engaged in operations. Campbell had interest in other than his own operations and Simon Lord invested money in it.
- (e) Returns in pearl & shell good & supplemented by Tahiti fish.
- (f) Relations with natives brought industry to end. European behaviour had to mutiny corner.
- (g) 1813 - worst case of "Dohne" virtually ended operations.
- (14) By 1816 trade of South Sea Islands almost at a standstill, but expert knowledge gained was valuable when it revived in the 20<sup>s</sup>. Interest in island trade no longer attractive.

Note: For Sandalwood and Beche-de-mer trade see separate sheets.



Development of Pacific Trade 1791-1817

References

- (1) McRob, "From Taranaki to Marsden. A History of Northern New Zealand from 1642 to 1818", 95 (for N.S.W. transport at Doubtless Bay 1791).
- (2) Collins, "An Account of the English Colony in New South Wales...", I, 283 (for N.S.W. transport wrecked in Taranaki 1791).
- (3) Dakin, "Whalermen Adventurers: the story of whaling in Australian waters and other Southern Seas related thereto, from the Days of sail to Modern Times", 1-11 (for early whaling).
- (4) McRob, 97 (early whaling off N.Z.).
- (5) Trans. of the Missionary Soc, I, 67, 165; III, 51, 182, 194 (whalers at Tahiti 1798-1806).
- (6) T.N.S., I, 67, 157, 314; II, 310-9; III, 173; SG 20.7.06; Norton, Missionary Voyages I, 1-69; T.N.S. III, 194 (for privateers in W. Pac.).
- (7) Nelson, "The Maritime History of Massachusetts"; Nelson, "Boston Traders in Hawaii, 1789-1823" (in Proc. of Massachusetts Historical Soc, LIV, 9-47) - (for early American traders in the Pacific).
- (8) McRob, 99 (for early Bay of Islands trade). also SG, 15.7.04; and Savage, "Some Account of New Zealand...", 55-7.
- (9) McRob, 125-37, 144-6 (for Boyd massacre). also SG, 28.4.25 & 14.2.27.



Development of Pacific Trade 1791-1817

References

- (10) HRA, I, VII, 300; and in Thurston & Webster (eds.), "The Journal of William Lockerby ...", 123 - for (8) (c).
- (11) HRA, I, V, 168 & Martin, I, 57-69 - for (8) (c).
- (12) Porter, "Journal of a Cruise made to the Pacific Ocean ...", II, 4  
(for developing fear of islanders by visiting ships)
- (13) Collins, I, 232-240, 293, 310-322; and McTear, "Mumbukau: a History of the South Island of New Zealand ...", 91-98 (for sealing in Dusky Sound). For later sealing developments in S. Island see Collins, I, 429, 460-66, II, 49; & McTear, 114-121; 135-90.
- (14) McTear, "From Tassan to Rossden" 89-124; Collins II, 127; "Missionary Journal of the Royal Admiral from Port Jackson to Tahiti, 13 March - 28 July 1801 (in the L. N. S. Achilles) - for history of early NZ trade exploitation.
- (15) HRA, I, IV, 145, 233; III, 514-5 (for King's sealing interest)
- (16) HRA, I, III, 138 for King's removal of sealers from Tahiti; and 139 for rules for seamen visiting Tahiti
- (17) Elder (ed.), "The Letters and Journals of Samuel Marsden ...", 63-78; and 59, 26 5 05 (for early Polynesian sealers on European ships).
- (18) Phillip to Stevens, 10.7.1788 - HRA, I, <sup>I</sup>VII, 61 (for early proposal to obtain provisions from Samoa)



Development of Pacific Trade 1791-1817

References

- (19) King's Tahiti pak venture - instructions HRA, 1, III, 113, 325.
- (20) "Porpoise" voyage - HRA, III, 137-8, 141; TMS, I, 227; HRA, 1, III, 326-7, 339, 400, 334-5, 142.
- (21) "Norfolk" voyage - HRA, 1, III, 326, 321, 332, 728-732.
- (22) 2<sup>nd</sup> voyage of "Porpoise" - HRA, 1, III, 513, 747; 1, IV, 169.
- (23) No further Govt. ships available - HRA, IV, 79; V, 172.
- (24) Bass-Busby pak contract - HRA, III, 337-339, 453, 724, 747.
- (25) Shipbuilding costs in N.S.W. HRA, 1, III, 747; 1, X, 453; SQ, 28.9.1811; Kent, "Commercial Life in Australia a Century Ago" RAHS, XVIII, (1917) pt. III, SQ, 26.4, 1826; Colonist, 17.3.1836; HRA, 1, IV, 683.
- (26) Seaman's wage bills - HRA, 1, IV, 139; VI, 683; Elder (ed.), "Nauden's Lieutenants", 262.
- (27) Prices for Tahitian pak - SQ, 6.7.1806; 22.6.1811; 29.12.1825.
- (28) Description of N.S.W. currency - Fitzpatrick, "British Mercantile in Australia ...", 140-6, 325-43.
- (29) Turnbull, "A Voyage Round the World, in the Years 1800, 1801, 1802, 1803, and 1804 ...", 302 - (13) (a).
- (30) Deposition of James Elder before Samuel Nauden, J.P., 12 Dec., 1813 (in L.N.S. Archives) - (13) (b)
- (31) In Thurn & Warton, 122; HRA, 1, VII, 520 - (13) (c).



Development of Pacific Trade 1791-1817

References

- (32) "Frisol" clash 1811 & 1812, sq 25.5.11; "Green Charlotte" (Capt. William Shelby, ex-mining) seized by her crews 1813, TMS, IV, 132; "Daphne" incident 1813, HRA, I, VIII, 100 ff.

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Trade and Settlement in the Tropical Islands 1820-1840

- (1) Trade gradually becoming as safe in Tahiti as before as it had been in Tahiti & the Bay of Islands.
- (2) Even after 1817 few ships left for islands each year - stores for missions (under contract) or private speculations - & brought back island produce.
- (3) Tahitian, English or Indian ships similarly loaded goods in N.S.W.
- (4) Produce - coconut oil, arrowroot, sugar, molasses, lime-juice, and sunset from Tahiti; pearls & shell from Transtus; beche-de-mer & tortoise-shell from Fiji; fish & tropical fruits from several islands.
- (5) Value £1,400 in 1835, under £2,000 in 1836, occasionally reaching between £5,000 & £10,000.
- (6) N.S.W. trade passed to small brigs from New England (in considerable numbers); Tahiti-owned ships; from Hawaii or Valparaiso.
- (7) But Australians still considered islands their sphere of interest.

(NOTE: For beche-de-mer trade see separate sheet).

- (8) And Dillon first to trade between Valparaiso and Tahiti and N.Z.; to return to deserted Fiji years before Americans; to discover N.H. manglewood.
- (9) Foundation of merchant name in Tahiti.
  - (i) Antoinette "Resolution"
  - (ii) 14 years later Penare II began but never completed a large schooner.
  - (iii) 1817 - missionaries launch "Haweis", soon lost through R'sq. ineffectiveness.
  - (iv) 1820 - Penare buys brig "Queen Margaret" in Sydney, & then another.
  - (v) 1822 - Timotea of Raiatea & partners acquire ship.



- (vi) Ships employed partly in chiefs & mission service & partly trade. Pork & coconut oil taken to Sydney.
  - (vii) Financial returns unsatisfactory - ships bought on credit & returns done down by Sydney prices.
  - (viii) Tate of Papeete visits Papeete in his cutter.
  - (ix) John Hobbleins "Messenger of Peace" - 1827 - stimulates emigration & 10-12 ships of 20-70 tons built for chiefs in Leeward.
  - (x) Roriatians steadily skilful shipwrights and sailors.
- 10 (a) 1823-25 Samuel Henry and Thomas E. Baill first settlers in Tahiti -  
defenceless, merchants and sugar planters.
- (b) Voyaged to Sydney, Valparaiso & developed trade with Fiji, N.H., Tonga, Cooks, Antioch & Tuamotus.
  - (c) Voyaged under contract to merchants & missionaries - captained other vessels - traded in sugar, arrowroot, fish, coconut oil, snuff, sandalwood, pearls.
  - (d) By 1830 began to be joined by others.
- (11) Growth of Tahiti - Valparaiso trade. After 1820 foreign shipping given special facilities in Val.
- (12) 1822 - Chilean private - brig "Arucano" arr.
- (13) 1823-6 - 3 voyages by Dillon. 1826 - "Guerra Noqueane" to Val followed by <sup>another</sup> 2.
- (14) 1826 & 1827 - first Chilean ventures in Polynesia.
- (15) 1828 - Ambitious venture of Dourouther, Dutch Consul at Val, Dordrecht and Green M. becomes resident partner in Tahiti - trade, whaling and pearling.



- (16) Tuarua fishing revived 1818 - N'Koroche. 1820 - a small scale.  
1825 - Pacific Pearl Fishing Company of London used diving-bells (making  
2 ships in 1826)
- (17) 1827 - Chilians begin.
- (18) Miserable pay & conditions of native divers. Penae prohibits mounted  
fishing & as only Tahitian ships obtained authorization natives gladly seized  
any others they could.
- (19) Still independent & partners sent ships ("Volador", "Comuni de Bourdeaux",  
"Penae") with well-known personnel Capt. Clarke, Mouree, Brock &  
John Middleton.
- (20) Also rival firms (Mouree - French domiciled in Chile) - Adolphe Bureau  
(French born in S. Am.) + Europeans from Tahiti. Probably 3-4 ships  
a year. Profits substantial.
- (21) Chilians also traded rum, muskets & cheap cotton cloth & visited occasionally  
Tonga & Fiji for beche-de-mer or NZ for timber.
- (22) Chilean ventures stimulated Tahiti shipping enterprise. Eball asked after for  
independent, she herself became a local shipowner.
- (23) Several other settlers ran small trading vessels.
- (24) Capt. Hunter, came to islands in 1825 as shipwright for John Williams, maintained  
regular service with NZ and Sydney with a ship he built at Raiatea where  
he had settled. Llewellyn was his son-in-law.



- (25) End of Hawaii sandalwood boom (late 20s). caused native & E. traders to look to islands.
- (26) 1825-27 Am. Karamo visits Tahiti in unsuccessful search for Australian sandalwood.
- (27) 1829 - Baki sails with 2 vessels for N.H. - one lost with Baki - one returned.
- (28) 1830 - George Harris sets up trading settlement for strong beak-de-nor, tortoise-shell and sandalwood on Wallis Island - Honolulu agent John C. Jones, Am. consul. Native reaction to repression - ruthless suppression - killed. settlement only lasted about one year.

Whaling

- (29) Whaling in increase throughout 30s. 1838 Honolulu - 76 whalers, Laeava - 72, Bay of Islands - 102, Papeete - probably about 60. Also smaller nos at Taupotapu, Pat Refuge at Varau, Paratonga, Karava, Avolau, Ufola, Tutuila, Fare in Huahine and Pitcairn. at smaller islands whaler after only contact.

Settlers

- (30) Beardless from earliest times - mostly transients but few became native advisers, interpreters or traders. David Whiffy - later vice-consul.
- (31) But beardless mostly lived in isolation, confined to native ways and hardly assisted western commercial development.
- (32) During 1830s solid & respectable traders established - Leuka, Taya, Sanoa, Raiatea (Capt Hunter), but settlement on substantial scale only at Tahiti.



- (33) During rest of 20s of Henry<sup>1</sup> & Ebull<sup>2</sup> + George Burrell<sup>3</sup> (missionary reflex).  
182 shipping (& small shipyard); 1 trade in provisions with whalers, etc.; 183  
sugar mills (including export). Substantial houses - large families.
- (34) 1829 - Moresbourn - shipping interests - large store at Papeete - brings antiques  
from Chile.
- (35) During 30s non-missionary pop grows - grey shops, merchants, traders -  
floating population, mostly sailors (but also ex-President Freire of Chile &  
Baron de Thierry. U.S., G.B. & French consulates established.
- (36) Settlers interests - Tuamotu pearling, selling (cotton cloth, rubbers, rum, sundries),  
supplying whalers, grey shops. Missionaries also traded.
- (37) <sup>Tahiti</sup> Pines lower than Sydney or S. Am, rarely acceptable (mostly Spanish dollars). annual  
export (with Licences) of say 150-160 tons of sugar, 170-200 tons of  
coconut oil, 50 tons of annamoot.

Seamens and Traders.

- (38) Returns forced part of crews - one or two (the Naui, W. Bailey) became officers
- (39) Others (Tate, father of Moresbourn) became entrepreneurs - shipping - fruit &  
vegetable marketing - wage labour.

Other... (33) Moresbourn... (34) Moresbourn... (35) Moresbourn... (36) Moresbourn... (37) Moresbourn... (38) Moresbourn... (39) Moresbourn...



Trade and Settlement in the Tropical Islands 1820-1840

References

- (1) For cargo of "Bee", 1831, see SF 31.5.31. - (4).
- (2) Australian 10.3.27 (quoted in PIM, VII, 20.12, article of Bolton); SF 19.3.39 - (7).
- (3) HRA, I, V, 333-4 - (9) (i).
- (4) Quantal Chronicle of Proc. of L.N.S., I, 444; III, 258; Ellis, "History of the L.N.S.", 233-4; H.R.N.Z., I, 452; Bolton in PIM, 22.1.37. - (9) (iii).
- (5) Quant Chron., II, 225; Ellis, "Polynesian Researches", II, 391; SF 28.9.11 - (9) (iv). Also Ellis, "History of the L.N.S.", 255.
- (6) Ellis, "History of the L.N.S.", 249 - (9) (v).
- (7) SF, 15.5.23 & 10.7.23; GC, III, 48, 139; Kotzebue, "a New Voyage ...", II, 215; Barton (ed.), "Earliest NZ ...", 107. - (9) (vi).
- (8) HRNZ, I, 568, 572; Ellis, "Polynesian Researches", II, 391 ff (9) (vii).
- (9) GC, III, 323 ff., 360 - (9) (viii).
- (10) Ellis, "History of the L.N.S.", 288; Stewart, "a Visit to the South Sea, ...", II, 28; Ellis, "a Vindication of the South Sea Russians ...", 62-3 - (9) (ix).
- (11) Ellis, "History of the L.N.S.", 63; Horenbout, "Voyage aux Isles du Grand Ocean ...", I, 353; Bennett, "Narrative of a Whaling Voyage ...", I, 71 - (9) (x).



Trade and Settlement in the Tropical Islands 1820-1840

References

- (12) *QC*, II, 218, 225; III, 324 ff.; IV, 100; *sq* 15.5.23, 19.4.26, 10.6.26, 6.4.27; *Merchants*, I, 90-103, 330; II, 337 ff.; Bays, "A Narrative of the Wreck of the *Mercur* Whaler of Port Jackson ...", 137; Lucas (ed.), "The Pitcairn Island Register Book, 100-105."
- (13) *Merchants*, II, 337-42 - (12).
- (14) *QC*, III, 326, 359, 360; Lucas, 100; *sq*, 10.2.25; *Howe's Commercial Express*, 16.5.25. Just who owned her at this time is obscure - (13).
- (15) The "*Euzabeth*" (Capt. Powditch) *sq* 3.6.26, 10.9.27 - (13).
- (16) *Kotzebue*, I, 247; *Merchants*, II, 323; Lucas, 100 - (14).
- (17) *Merchants*, *Passage*; Walker, "Tahiti ...", 62 - (15).
- (18) M'Kenzie, "A Summary View of the ... Existing Commerce of the Principal Shores of the Pacific Ocean ...", 252 - (16).
- (19) Brig "*Dragon*" 1825 - *sq* 28.11.25; Beechey, I, 281-2. "*Dart*" 1826 - Beechey, I, 229, 237, 246 (in copy of "Antislavery Pearl Company") - (16).
- (20) *sq* 8.12.25. The Pacific Pearl Co was formed by an influential group, headed by Stewart Macpherson, M.P. a partner of the N.Z. Company - *sq* 8 & 19.12.25; 4, 8 & 22.3.26; 24.2.27 & 8.10.27 (there is a copy of its prospectus in the British Museum) - (16).



Trade and Settlement . . .

References

- (21) 54 8 & 9. 12. 25; 4, 8, 22 3. 26; 24 2 27, 18. 10. 27 - (16).
- (22) *Incident*, II, 323 - (17).
- (23) *Incident*, I, 176-194; *Fifty Reg*, "Proceedings of the Second Expedition" (Vol II of the "Narrative of the Surveying Voyages of H<sup>m</sup> Ships Adventure and Beagle"), 554 - (18).
- (24) *Fifty Reg*, 555; (Lucatt), "Rovings in the Pacific . . .", I, 237-249 - (18).
- (25) Henry, "Ancient Tahiti", 110 - (18).
- (26) *Beechey*, I, 281-2; *Incident*, I, 307; *Fifty Reg*, 531-2 - (18).
- (27) *Incident*, I, 176-194, 208; II, 253-262, 372; *Beechey*, I, 281-2; *Fifty Reg*, 495, 531; 54 26. 5. 31 for sailing of ships - (18). For Tahitian sovereignty - *Brookes*, 47, 166-7.
- (28) *Walker*, II, 35 - (19).
- (29) *Du Petit-Thouars*, IV, 33-46; 251-254; *Lucas*, 100-107 - (20). For name.
- (30) *Du Petit-Thouars*, II, 443 ff.; *Dumont d'Urville*, IV, 172 ff.; *Walker*, III, 293-4, 432 - for Bureau - (20). In *Brookes*, 36 the facts are presented misleadingly - there was no French trade - the leaders were cosmopolitan adventurers residing in Chile.
- (31) *Du Petit-Thouars*, IV, 33 (3-4 vessels a year) - (20).
- (32) For profits see *Walker*, II, 35; *Fifty Reg*, 533.



Trade and Settlement ...

References

- (33) S.G. 26.5.31; Merchant, I, 224; HRA, I, XXI, 388-402.
- (34) E.g. W. Hamilton - Walker, II, 15, 27; John Middleton - Fitz Roy, 516.  
Both interested in fowling - (23).
- (35) (Lucatt), II, 31-2, 79-80; Ellis, "A Vindication of the South Sea  
Natives ...", 63. S.G. 8.8.37, 25.1.38, 9.8.38, 5.1.39 - (24).
- (36) Kuykendall, The Hawaiian Kingdom 1778-1854..., 92 - (25).
- (37) G.C., III, 328-9; IV, 97-8 - (26). HRA, I, VIII, 109 for "Daphne"  
shipwreck of Amstel sandalwood from Raiatea in 1813.
- (38) Kuykendall, 97-8; George Bennett, Arctic Journal, N.S. VII, 119-131  
(1832) - (27).
- (39) Oliver & Dix, 123-170; Kuykendall, "Some Early Commercial Adventures of  
Hawaii" (in 37<sup>th</sup> Annual Report of the Hawaiian Historical Society for the  
Year 1928), 15-53 - (28). Also Barrows, "George Nanini in  
Ulukou (Wallis Island) in How Hist Soc Report for 1936, 47-52.  
For subsequent massacre of crew of "Glebe" see Williams, "A Narrative of  
Missionary Enterprises in the S.S. Islands", 584; Report of the Select  
Committee on Alienages ... - P.P. 1837, (VII), 425, III ff.
- (40) Kuykendall, "The Hawaiian Kingdom ...", 307; Hammett, "England & Co. from  
Tasman to the Taranaki War", 107; Williams, "Missionary Enterprises ...",  
587; Ellis, "Hist. of L.S.", 319; Walker, II, 35, 48 - (29).
- (41) For whaling calls at mollen hats - Barrow, "Narrative of the Wreck of the  
Muciva ...", 98 ff.; Oliver & Dix, 24; Cargill, "A Refutation ...", 29;



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sg 19.1.26; Belcher, "Narrative of a Voyage . . .", II, 15-19;  
Wilkes, III, 47 ff., 289; II, 71 ff., 426; Williams, 587;  
Bennett, II, 26; Lucas, 100-107 - (29).

(42) For smallest islands where only catfish - Thompson, G.C., II, 226 ff.;  
IV, 168. R.H., H.R.A. I, XVI, 795. Solinas, Bangs, I. Cook &  
Austrels, G.C., II, 345 ff.; III, 268 ff.; IV, 324 ff. Patena,  
Dillon, "Narrative . . .", II, 91-101; Polack, "New Zealand . . .",  
II, 427. Tokopia, sg 22.1.39; Firth, "We, the Tokopia . . .",  
32 - (29).

(43) Oliver & Dix, 47, 74; Wilkes, III, 47 - (30).

(44) Wilkes, III, 47 ff.; Cargill, Fission; Dillon, I, 263 ff.; Wilkes, II,  
70-71, 87 ff.; III, 434 ff. - (32)

(45) see Ref. (12); also Bangly, "Sea Life Sixty Years Ago", 121; Beardsley,  
I, 299, 309; Wheeler, "History of the Life and Gospel Labours  
...", 305, 344 ff., 379; Mercantout, I, 215, 261; Dumont  
d'Urville, IV, 67; Wilkes, II, 34 ff.; Fitzroy, 514; Stewart,  
II, 12; Bennett, I, 87-8 - (33)

(46) Mercantout, Fission; Wilkes, II, 62 ff.; Dumont d'Urville, IV, 67;  
Wincedon - Durocher and Desgraz, "Iles Taite . . .", 845;  
Wilkes, II, 35 - (34)

(47) Dumont d'Urville, 67; Lucas, 39; Wilkes, II, 42-3 - (35)



Trade and Settlement . . .

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- (48) *Fa de Taheny* - Hyde, "Check to Your King . . .", 98 ff.; *Fitz Roy*, 515; *Wheeler*, 376; *sq* 1, 5, 19. 8. 37.
- (49) *Ellis*, 320 - (36).
- (50) *Fa pures* - *sq* 18. 1. 38; *Oliver & Dix*, 25; *Wheeler*, 761.
- (51) *Tahiti civilization* - *Ellis*, 354; <sup>Bayly, 122.</sup> *Pitcairn pures* - *Lucas*, 97. *Sydney pures* *sq*, e.g. *fa* 18. 1. 38. *Tahiti pures* - *Williams*, 587; *Wheeler*, 761; *Ellis*, 354; *Dumont d'Urville*, II, 67; *Bennett*, I, 84 - (37).
- (52) *Tahiti export figures* - *Ellis*, 324; *Wilkes*, I, 188; *Colenso*, "Fifty Years Ago in N.Z. . .", 29 - (37). Also *Bennett*, I, 188.
- (53) *Hawaiian word "karaku"* in general use by 18200 to denote sailors - *Bayly*, 75; *Oliver & Dix*, 124 - (38).
- (54) *Tahiti sailors wages* = 6-8 yds. of cotton or linen cloth a month in middle 1830s (say 3/- - 6/-, + rations) - *Fitz Roy*, 553; *Wilkes*, II, 48. For "W. Bayly" see P.P. 1837-8 (XXI), 680, 79; P.P. 1840 (VII), 582, 68 - he was first note of a Sydney whaler - (38).
- (55) *Fa Polynesian as sailors* see *Polack*, "New Zealand . . .", II, 348; (*White*), "Information Relative to New Zealand . . .", 35; P.P. 1837-8, (XXI), 680, 71 - (38).
- (56) *Wheeler*, I, 231-280; *Ellis*, 320 - (39).
- (57) *Bennett*, I, 100; *Wilkes*, II, 21 - (39).



DUPRE'S WORK ON PAPER MAKING IN TAHITI

- (1) S.R. Blucher - second American consul in Tahiti - Ellis, "Hist. of the L.S.", 359; Walker, *Person*; II, 54; Luce, II, 12.
- (2) Joseph Thompson - much-lauded man of experience of the Peary expedition (Tasman) and master of the "active" vessel of Samuel Marsden and used to maintain contact with the natives in N.Z. and Tahiti. He says that Marsden introduced the ship that took the first step. I don't think Somack is any more exact. I am in process of re-reading him.
- .....  
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COPRA: DATE OF FIRST MAKING IN PACIFIC

Letter dated 24.10.58 from Mrs F.M. Spoehr, 464 Coleridge Avenue,  
Palo Alto, California.

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As to the date of Weber's introduction of the making of copra,  
the nearest I can find so far is a statement in Richard Hertz, - "Das  
Hamburger Seehandelshaus J.C. Godeffroy und Sohn, 1760-1879". Paul  
Hartung Verlag, Hamburg, 1922, page 51. He says that Weber introduced  
copra between 1867 and 1869. If I ever find anything further, I shall  
certainly let you know. It would be interesting to discover the name  
of the ship that took the first load. I don't think Schmack is any  
more exact. I am in process of re-reading him."

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Harry,

On the copra question. At the time the process was introduced, cotton was the main export, and perhaps for that reason, the trade reports deal ~~with~~ perfunctorily with the humble coconut. Also, I suspect that British and American traders were lagging behind in the change-over from oil, and it is only the Brit. and Amer. reports that one may consult.

Williams's first mention of copra appears in his report for the calendar year 1868 (dated 1 Jan. 1869). He says that copra is gaining prominence, several cargoes having been exported from Apia to Europe.

Coe is more informative. In his report for 1866 he says nothing about copra, but for the next year (covered in his report dated 2 Jan. 1868) he says that the making of coconut oil is dying out, partly because of the Samoan pre-occupation with cotton and also because of the introduction of copra-making. Copra is taking over from oil, he says, as it is easier to make. So 1867 is probably the year of first results, if not the first efforts. Coe gives the following export totals (these ~~probably~~ include transshipments):

1867 -	230 tons clean cotton	\$115,000
	413 tuns coconut oil	61,950
	400 tuns /sic/ copra	24,000

His figures for 1870 are:

2000 tons copra	£ 90,000
100 tuns coconut oil	3,000
100 tons clean cotton	20,000
200 tons cotton, in seed	5,000

It would appear that the value of oil dropped considerably, but not that of copra. Why? Was the price "adjusted" to stimulate the change-over to copra? If so, why would the difference show in a trade report? There are many gaps in the story, I'm afraid - not least because of the political troubles that developed during this time. They were the main subject of correspondence.

Incidentally, you can bet that if a British or American trader had had the idea of exporting copra, the fact would have been recorded in these reports. The silence on this point tends to confirm Weber's responsibility, I think.

*Dick*



Strauss, Wallace Patrick. "Early American Interest and Activity in Polynesia, 1783-1842" Columbia University, Ph.D. thesis, History, modern, 1958.

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277 "The period of the first three decades of the nineteenth century also saw some dissemination of information about Polynesia from the newspapers, chiefly in New England. Usually the frequency of their accounts varied directly with the paper's proximity to a New England port. Consequently the journals of such ports as Nantucket, Salem, Boston and ~~the~~ Hudson were the repositories of what information there was about Polynesia. [Footnote: Ship movements were regularly chronicled in a special column of most newspapers from these ports, and until 1820 these were the chief source of information about Polynesia. After that time, articles relating to mariners' observations and experiences in Polynesia were also included; of these sources, the Nantucket Inquirer after 1820 and the Columbian Sentinel (Boston) from 1816 printed the most news. See, for example, the latter for December 6, 1817, on the Hawaiian king's commercial trade attempts, or for October 20, 1819, on whalers in the Pacific or on their way there.]. Although in themselves not widely read beyond their own immediate areas, their accounts were reprinted by Niles Weekly Register, the New York Commercial Advertiser and others. [Footnote: The Register reprinted by far the most information. Two early examples were Niles Weekly Register, XVIII (June 24, 1820), 311; and XVIII (July 29, 1820), 398.].

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TORTOISE SHELL TRADING

For chapter on early trading in the Gilberts

Strauss, Wallace Patrick. "Early American Interest and Activity in Polynesia, 1783-1842". Columbia University, Ph. D. thesis, Modern History, 1958.

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[46] " In addition to sandalwood, other items of barter, although of far less total value tradewise. The pearl and tortoise-shell traders, for example, were operating immediately following the War [of 1812], and in the next decade their small ships could be found trading in almost every corner of Polynesia. Usually the captain would subcontract with a local chief to hire members of the latter's tribe as divers for the pearls. The pay was often in whisky or rum [Footnote: Wilkes, I:328; Fanning, pp.465-6]. The pearls themselves were the items of most value, but the pearl shell or mother-of-pearl could also be traded in China. The center of the trade was in the Tuamotu Islands, and between 1832 and 1838 they furnished about 900 tons of shell worth 45 to 50,000 dollars [Wilkes III:260-1].

While diving for pearls the natives occasionally caught turtles which were also valuable for their shells. In some parts of the area, notably a small island in the Fiji group and the Samoan Islands, tortoise shell was so plentiful as to be an object of trade by itself [Wilkes III:260-1. One captain reported in 1835 that off one of the Samoan Islands, "Thirty to forty head of shell may be picked up here in the months of April, May and June at the rate of a musket a head." Joseph W. Osborn, Journal of the ship *Emerald*, 1833-1836 (MS Peabody Museum, Salem Mass.), June 7, 1835. One head equalled two and a quarter pounds. Loc.cit.].

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EARLY TRADE - TONGA

Strauss, Wallace Patrick. "Early American Interest and Activity in Polynesia", 1783-1842". Columbia Univ., Ph.D., thesis, Modern history, 1958.

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[27] Fiji closest to Tonga - historically close relations. Long before Europeans a brisk trade. After western contact, the trade flourished, with the Tongans bartering on their part nails, axes, chisels and whales' teeth which they in return received from traders and whalers, as well as the stinger of a ray and sail mats which they made [Mariner's Tonga, 3rd. ed., Edinburgh, 1827, I:267]. <sup>[28]</sup> "The Tongans traded all these items for sandalwood which they highly prized for its aromatic oil added as a scent to coconut oil. The resulting oil they then used as a body ungent [Loc.cit.]."

Tonga visited by Cook - called them the Friendly Islands. Lying in the direct track of ships sailing north from Port Jackson, the group became popular to all types of American mariners after 1800. Conversely, the Yankees ~~sailing~~ calling at Tongatabu or Vavau or Tofua played a large role in the early history of western contact with them. In June 1802, the whaler Duke of Portland of Boston under Captain Lovatt Mellon, called at Tongatabu. One of the Argo survivors, a bully named Doyle, plotted and aided the Tongans in murdering Mellon and four others on board ... [account of subsequent proceedings - Elizabeth Moray survivor - 4 boys & 1 old man survived on board escaped with the ship ~~see~~ - see Journal of William Lockerby, 182-5; Salem Gazette, October 25, 1805].

[29] Little more than 2 years later massacre of Union of New York (Captain Isaac Pendleton) which stopped at Tongatabu en route to sandalwood coast of Fiji. [Fanning, p.320]. [Journal of William Lockerby, p.184. On same trip Union sank on a reef in the Fijis, ~~Lockerby, p.184~~].

Despite these two massacres Tonga became a popular resort for both traders



and whalers. The latter especially called at the group during the period to the War of 1812 for refreshing after whaling in Australian or New Zealand waters. In 1807, for example, one whaler said of the Tongans and their supplies: "Their variety for trade consisted of cocoa-nuts, bread-fruit, plantains, and c; for which we traded and bartered our riches, (so considered by them), viz. pieces of old iron hoop, knives, needles, small looking glasses, beads, buttons, nails and c." [Fanning, 5th ed., p.33].

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COPY

Sydney,  
N.S. Wales.  
May 17 1814.

DECLARATION OF PETER DILLON

Mr. Theodore Walker being at the Society Islands in the Endeavour at the latter end of the year 1810, shipped on board a Native called Tamuhee commonly known among Europeans by the name of Big Jack. On Walker's return to the island of Bola Bola where I had been put ashore & left, I saw Tamuhee on board the Endeavour. On my return to Port Jackson in 1812 Tamuhee came on board the Trial to see me. I ask'd him how he came to leave Walker? He answered because he would give him but little for his services - he made a demand for his services & being refused left the ship for which he was put in jail. After remaining in jail some time where he subsisted on the jail allowance of bread & water, he was taken on board the Endeavour. Not being inclined to work he asked to be allowed to go ashore. Walker said he might but he should not go in the boat. Tamuhee then jumped overboard and swam ashore.

Tamuhee then went a voyage in Mr. Thorley's Vessel. On his return to Sydney he worked on board the Mary Anne belonging Captn. Birnie. Finally he went with Mr. John Walker in the Governor Macquarie & was left among the islands.

It is well known that Tamuhee was the man that struck the first blow in the massacre on board the Queen Charlotte Captn. Shelley & killed Mr. Leslie the chief mate. He had been shipped on board as a Diver.

Peter Dillon.

N.B. Peter Dillon now commands the Active Brig which I purchased and is gone with Messrs. Kendall and Hall to New Zealand.

Samuel Marsden.

May 17. 1814.

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Morrell, Benjamin. "A Narrative of four voyages....." New York, 1832.

.....

P.402. ".....this may not be an improper place to say something of the "edible birds' nests," already mentioned more than once in the course of this narrative. The birds which construct these nests are a species of swallow, resembling, in many respects, the bank or cliff-swallows of our own sea-coast, which build their nests in the yellow loamy precipices that surround all the New-England bays. The edible-nest builder is small, between three and four inches long, having a white breast, and a white spot on each tail-feather. This bird collects a white glutinous substance from the sun-fish, biche-de-mer, &c., which are left by the receding tides on some parts of the coral-reefs, at the last of the ebb; and of this they form their nests, in the clefts and crevices of rocks, in the most inaccessible places which they can find. So that the natives of these islands of the Pacific Ocean, who make it a business to hunt for these nests for the Chinese market, are sometimes obliged to dive into the water, in order to enter the submarine mouths of caverns where this sagacious bird has chosen her residence.

These nests are attached close to the rock, which serves for one side; or, when built in an angle, two sides of the curious fabric. When finished, and sufficiently hardened in the sun, the cunning little architect moves into her habitation, and prepares for the production of a family. She generally lays three or four eggs, which are about the size of a robin's egg, but the shell is perfectly white. The nest, when taken from the rock, has the capacity of a quarter of an orange-peel, taken from fruit of the largest size. It is generally white, like isinglass; and when collected by the natives of the Sooloo, Celebes, New-Guinea, or the islands in the vicinity, they are packed, like tea-cups, one within the other, in bunches of two or three pounds each. A single nest weighs about two or three ounces. I have often eaten of the soup which are made of these nests, and have found them possessing a very agreeable aromatic flavour.



EARLY TRADE

Harry,

Was it in 1872, under the Pacific Islanders Protection Act, that British participation in the inter-island labour trade was first subject to licencing regulations? The only earlier licencing law mentioned by Ward is the Queensland Act of 1868, which, I take it, dealt with recruitment for Queensland alone.

Incidentally, I think Ward misses a bet in his criticism of the 1872 Act. To be sure, it didn't do much to protect the people being recruited or kidnapped, but it did make it very difficult, if not impossible, for British subjects to import labourers at competitive rates into certain areas. There is no doubt whatever that it gave the Germans a big advantage over the British in Samoa - cf., the Cornwall-Moors affair of the 1870's, concerning some Gilbertese who got through the net. This and one or two ~~other~~ other points of his analysis of the subject demonstrate, I think, the disadvantage of a national outlook on Pacific islands affairs in the 19th century.

*Ward*



EARLY TRADE

TRADERS AND SHIPOWNERS



JAMES BIRNIE

For a miniature biography see -

Kemp, Richard E., "Commercial Life in Australia a Century Ago". RAHS Journ. & Proc. IV:135-6 (1917).

.....



BIRNIE

1816  
Jan 16 Birnie, Alexander (No. 12, Helens Place, London)  
was an English merchant regularly trading to N.S.W.  
(E. Eagan & Co to Methodist Mission Committee, Feb 16, 1816)  
[Barnwick Transcripts. - Missionary, vol. 2, p. 243]  
B.T. Box 50

1820  
June 20 Birnie, Alexander and George. Holograph letter to  
J. Birnie enquiring vessels to be employed in whaling  
trade, and their Captains and routes... Mr Marsden's  
notes enquiring coconut oil. 1820 (Wentworth Papers).  
A753 f. 349-53.

1820  
Birnie, Alexander Services rendered to missionaries by  
(L & S to Rev. S. Marsden, June 20, 1820).  
[Marsden's Papers, vol. 4, p. 110] A1995

1814 +  
June 22 Birnie, James Oil brought from the General  
Hospital. (Wentworth Papers) A752 f. 163

Richard Birnie (the Englishman was 70 in 1878... tea  
junk to him which called after him)



Thomas and Mary Reiby

NEWSLETTER

April, 1962

Supplement to the Journal and Proceedings  
of the

**ROYAL AUSTRALIAN HISTORICAL SOCIETY**

8 Young Street, Sydney

#### REIBY AND "ENTALLY"

(Information desired by Louise Pegler, Gynea Bay, N.S.W., regarding the origin of the name Entally House in Tasmania, and also particulars concerning Mary Reiby's home in Macquarie Place, Sydney.)

The name "Entally" was originally given to the home which Thomas Reiby built in Macquarie Place, Sydney. Entalli (also spelt Entali), a suburb of Calcutta, was well known to Reiby, who was in the service of the East India Company.

Reiby had arrived in Sydney on October 7, 1792, as an officer on the "Royal Admiral", which belonged to the East India Company and which brought 289 male and 47 female convicts from England. Among the convicts was Mary (baptised Molly) Haydock, from Lancashire. Reiby became acquainted with this 15-year-old girl during the voyage and married her in Sydney on September 7, 1794. She soon became a driving force in her husband's commercial enterprises and managed them successfully during his frequent absences overseas. Their son Thomas settled on a large grant in Tasmania, and his son Thomas became Premier of Tasmania in 1876. His home, Entally House (now much favoured by tourists), was named after his grandparents' home in Sydney.

On May 1, 1804, Thomas Reiby obtained a lease of an allotment which had a frontage of 53 feet to the present Macquarie Place. It was here that the first Entally House was built. Reiby died on May 5, 1811, aged 42, and later his widow (who continued to prosper in business) rented the house to the Bank of New South Wales for £3 a week. The Bank officially opened on April 8, 1817, and remained in Entally House (No. 6, Macquarie Place) until 1822.



TRADINGand TRADERS

Hubner, Baron J.A. 'Through the British Empire'. Vol.II.  
London, John Murray, 1886.

On traders in the outer islands / vis-a-vis Tafari, or Boscawen Island, near Keppel's -/

"On the shore, close by the spot where we landed, is seen the hut of one of the three whites who reside in this isle. They are ~~traders~~ <sup>tadfers</sup>, the name given to the agents employed by the Australian, English, or German houses, who send out to them, at double the price charged in the European market, penknives, knives, cotton prints, tobacco, and other articles prized by the savage, and none to a greater extent than firearms. The trader who works this or that group of islands exchanges these wares, sometimes at the rate of 700 or 800 per cent, for copra and cotton, which he sends to Apia, Suva, Levuka or Tonga, wherever the branch house of the firm may be, whence they are forwarded to Europe, generally at an enormous profit. If the trader is sober, intelligent, and energetic, and if he is not killed, a fate to which he is especially exposed in the Melanesian Archipelago, he makes in a few years a comparatively large fortune. Living costs him next to nothing; he has brought with him to the island a small stock of preserved provisions, ~~which~~ which he renews from time to time as necessary. He lives chiefly on yam, bananas, and poultry. His dress consists of a flannel coat and trousers, which serve instead of linen; a straw hat for fine weather, and a sou'-wester which in the rainy season covers his head, face and neck." pp.349-50.

"But unfortunately many of these men are neither sober, active or energetic. The climate enervates them. They work only just enough to live, and they live from hand to mouth. Some of them there are who, stretched out on a mat in their hut, or lounging in a hammock under the shade of some coco-nut tree, either alone or with some native woman for a companion, spend their ~~days~~ time in absolute idleness and finally disappear. There are also men of energy, but these have usually, to a very large extent, the bad ~~side~~ side of that quality. They are the latest descendants of the rowdies of former days, whose high-handed doings, especially in Melanesia, shocked the Australian public and found an echo even in European newspapers. Those doings are still being carried on, less frequently no doubt, but none the less far too often, if only half of what I heard is true. A person whose word is thoroughly trustworthy told me he had seen a trader, in order to try a gun he had just purchased, take aim at and hit a native who was gathering nuts on the top of a cocoa-nut tree. Others again - but I forbear further mention of such atrocities. Revenge is sure to follow, and the



result is a series of reprisals between whites and natives." p.351.

On German settlers overseas --- "I have seen and studied the German in various parts of the globe. I have come across him everywhere and found him everywhere the same. He has perhaps forgotten his own language; a not unfrequent occurrence, especially in the second generation; he has adopted some of the habits of those among whom he lives, some comforts to which he was a stranger in the Fatherland, but in all that affects cast of mind and character, he remains a German. He is generally intelligent, always frugal, sober, thrifty, patient, persevering and courageous, but not to the extent of rashness. He does not aim at making quick gains, and is not fond of running risks. In this respect he differs from the Anglo-Saxon, who, more enterprising than he, is on the  $\phi$  look-out for risky undertakings and generally comes out of them with success. The German goes forward rather more slowly, but more surely; he sticks to the spot where he has taken root, and does not let himself be ousted. Lastly, the German, speaking of the common classes in particular, is better educated than the ordinary Anglo-Saxon of the same social rank, and better trained to adapt himself to the exigencies of a new position; as an agriculturist, he shares with the Scotchman the reputation of being the best colonist in the world." pp.361-2.

"In Samoa, everything so far as the white element is concerned, bears the German stamp. There are but two firms here, as I have already said, and they monopolize the working of these islands ..... As yet the spirit of enterprise of the English and Australian capitalist finds in the other groups of the Pacific too vast a field of activity to want to attack the strong positions occupied in these islands by the two Hamburg houses." p.362.

"To sum up. In comparing the English and Germans, such as I have seen ~~at work~~ them at work, I observe a great likeness between them, and among neither of them can I see any trace of decadence. They have only to will in order to succeed; among nations, they are on an equality. But England is richer than Germany, richer in capital which she is bound, impelled, and often much puzzled to turn to account. In that respect, the struggle is unequal." pp.362-3.

On the Western Pacific High Commission. --- intervention of Naval officers, before WPHC, did a lot of good; most were tactful, and they were not limited, in practice, by legislation, and degree of action they could indulge in --- but under WPHC, naval officers can intervene only with difficulty - and laws restricted only to British, not to other Europeans or natives - and punishments limited to fine of £10 or 3 months - and HC restrains Naval officers from



acting against natives, except re acts of war - the WPHC is therefore most unsatisfactory for keeping order in the area. pp.394-6.

there follow remarks on the labour trade and its control --- cites the Commission of Inquiry re the WPHC, etc. pp.397 ff.

.....  
.....  
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Ross, Angus. "New Zealand Aspirations in the Pacific in the Nineteenth Century". Ph.D. thesis, Cambridge University, 1949. (Xerox copy in the A.N.U.).

.....

P.43. The discovery of gold in California in 1848 led to an increase in the ships trading between the Australasian colonies and the United States. Thus, the firm of Henderson and Macfarlane, an Auckland firm founded in 1846 and later of considerable importance in the island trade, began trading with California in 1849 [Footnote: Scholefield, G.H., A Dictionary of New Zealand Biography, I, 379, II, 12. It is a reasonable assumption that Thomas Henderson, who was born in Dundee and transferred to Perth before migrating to New Zealand in 1840, probably heard Patrick Matthew, the Chairman of the Scots New Zealand Land Company, and the author of that company's prospectus and the pamphlet "Emigration Fields" in both of which there were copious references to New Zealand's unique advantage "in having the weather-gage of an immense commercial field, - the innumerable rich islands of the Pacific." While Macfarlane, migrating from Glasgow in 1840, probably heard John Crawford, the agent of the New Zealand Land Company, who held that New Zealand "was well fitted to become the Great Britain and the seat of Empire of the Southern Ocean" (see Crawford's address as reported in the Paisley Advertiser, 1 February 1840 - copy enclosed in C.O. 209/8).]. This firm and others similarly engaged took a fuller interest in the development of commerce with the ~~Pacific~~ Pacific Islands as the Californian trade declined.

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EARLY TRADE

SHIPPING



SHIPPING: EARLY N.S.W.

- (1) Australian Maritime History (Newspaper cuttings v.159, pp. 183-209, 319, 383-93). F991.1  
N
- (2) Ships. See Forde, J.M. Old Sydney (Newspaper cuttings v.92, pp.36-7, 43, 47, 49, 52, 63, 71-2).
- (3) Kent, H.C. Ships and Captains (Newspaper cuttings, v.12, pp.124-5). Q991  
N
- (4) Vessels built and registered in NSW. Sailing ships. 1822-40. Wilkes Narrative, v.2.
- (5) Becke, L. & Jeffrey, W. The Sea Story of Australia. 1899 from Fortnightly Review. Q990.1  
A
- (6) Earnshaw, J.H. Progress of Australian Shipping for 150 years, in Shipping, Commerce and Aviation of Australia, 1938, pp.9-31.
- (7) Moss, K.P. 150 years of maritime progress 1788-1938. Ill. 1938.
- (8) Parker Gallery. Catalogue of prints and pictures of old ships.
- (9) Ramsden, E. Marsden and the Missions, pp.210-37.
- (10) Shipping Lists in HRNZ I.



"QUEEN CHARLOTTE"

SG INDEX

Colonial vessel (1) Launched from yard of Campbell & Co. 31.1.13

(2) Captured by Otokaites 13.11.13.

(3) From Otokaité . 19.2.14.

Brig. (4) For the Ranguesas 18.3.15

(5) From " " 18.11.15

(6) For " " 6.1.16

(7) From " " & Otokaité 12.10.16

(8) From " " 11.10.17

(9) From the Cape of Good Hope 13.11.19

(10) Purchased by Messrs Campbell, jun., and Emmett. 29.20.

(Commencing in Sept, 1920, she voyaged to & from Port Delizable and the southern settlements until Dec, 1921).

(11) For Newcastle, preparing to depart for the Society Islands 8.3.22

(12) For Otokaité 22.3.22

(13) Capture of a patriot privateer, by Capt. Henry, at the Society Islands 16.8.22.

(14) At the islands, seeking a cargo 22.11.22.

(15) From the Society Islands 15.5.23.

(16) For the Society Islands 10.7.23.

(17) Arrived from Otokaité 17.6.24, p. 2



"QUEEN CHARLOTTE"

SG INDEX

- (18) Campbell, Robert, agent 9 9 24, p. 1
- (19) To be sold by Public Auction 9 9 24, p. 1
- (20) Sailed on a speculative voyage 18 11 24, p. 2
- (21) Arrived from Bristow's Island 17 3 25, p. 2

[Beles Island, off NZ - Brydon's Index]

(Then a voyage to Lancaster & Pat Delongfle, March 1825 - June, 1825) and a voyage to the seal fishing grounds 1825-26 and a "speculative trip" off to NZ in 1827. She sailed for London in 1827 & ret'd. Jan., 1828. Subsequent trips sent to Ternau & NZ, with one to Calcutta in 1829.)

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Ship

- (1) Now wanted for . 21.9.11
- (2) To be launched at Cockle Bay . 28.9.11.
- (3) Launched at Cockle Bay . 12.10.11.
- (4) Chief officer wanted for . 19.10.11.
- (5) For the Derwent . 30.11.11

Bring

- (6) From Otobrite . 1.5.13.
- (6) Account of voyage to Otobrite and other islands. 8.5.13.
- (7) From the Porpoises and Otobrite . 18.6.14
- (8) For the Foyes . 30.7.14
- (9) For Otobrite . 3.9.14.
- (10) From Society Islands and Mangyeras . 25.2.15
- (11) For the Mangyeras . 18.3.15.
- (12) From the Mangyeras . 4.11.15.
- (13) From Otobrite . 1.6.16.
- (14) Half stone for sale, by execution . 13.7.16
- (15) For sale . 7.12.16 . 11.1.17 . 19.4.17
- (16) Purchased by Mrs Reibey . 17.5.17.
- (17) For Pat Dalrymple and Holant . 2.8.17.
- (18) From Pat Dalrymple . 8.11.17.
- (19) For the Derwent & Pat Dalrymple . 17.1.18.



"GOVERNOR MACQUARIE"

54 INDEX

- (20) From Pat Dalrymple 16.5.18.
- (21) For sale 8.8.18.
- (22) For Kangaroo Island 16.1.19.
- (23) From Pat Dalrymple 17.7.19.
- (24) Purchased by R. W. Loane 31.7.19.
- (25) For H. Z., via Hobart Town 28.8.19.
- (26) From Pat Dalrymple 11.12.19.
- (27) For Hobart Town 12.2.20.
- (28) From Pat Dalrymple 1.7.20.
- (29) For " " 15.7.20.
- (30) From " " 16.9.20.
- (31) For sale 16.9.20.
- (32) For the Society Islands 9.12.20.
- (33) From " " " 2.6.21.
- (34) Purchased by Penae, King of Otahete 2.6.21.
- (35) Henry v Eagan: case re Penae and the brig  
Governor Macquarie 25.8.21.
- (36) Account of Voyage 22.11.22.
- (37) Seaman wanted 13.12.22.



"GOVERNOR MACQUARIE"

SG INDEX

- (38) For Otahite and elsewhere 6 2 23.
- (39) Arrived from the Society and Friendly Islands 6.5.24
- (40) Sailed for New Zealand and Otahite 5.8.24, p.2.
- (41) Arrived from the Society Islands 16.12.24, p.2.
- (42) Chartered from Mr Solomon Levy, of Messrs Luby (?) and Hudson, for Holland Town 3.2.25, p.3.
- (43) Chartered of Luby and Hudson, and a B. Spink, till their packet is finished 10.2.25, p.2.
- (44) Sailed for Holland Town 17.2.25, p.2.
- (45) Arrived from " " 17.3.25, p.2.
- (46) Sailed for " " 31.3.25, p.2.
- (47) Arrived from " " 5.5.25, p.2.
- (48) To be sold by Public Auction. 2.6.25, p.1.
- (49) Belonging to Cooper & Levy, is laid on for the Bay of Islands and the Society Islands. 7.7.25, p.2.
- (50) Sailed for N.Z. 18.8.25, p.2.
- (51) Tugboat named Barge, belonging to, to be sold. 22.9.25, p.1.
- (52) Arrived from Tahiti 6.11.26 8.11.26, p.2.
- (53) Purchased from Cooper & Levy, of Mr Street 18.11.26, p.3.
- (54) Sailed for Port Moresby, with provisions 22.11.26, p.2.
- (55) Street, Thomas Little says that the vessel, bound for Port



"GOVERNOR MACQUARIE"

54 INDEX

Macquarie, was not well supplied with provisions. 13.12.26, p.2  
(56) With Capt. Brier aboard, had a very long passage from Port  
Macquarie. 23.12.26, p.2

The remaining entries should consist mainly of (incl. Port Delmyde)  
voyages to Norfolk Island on 14.2.27 (16.2.27, p.2a) and  
April, 1927 (6.4.27, p.3a) and to the Bay of Islands on  
20.10.27 (22.10.27, p.2a)



EARLY TRADE

RAIVAVAE AND TAHITI: 1821

SG Sat. June 2, 1821, 3a-b.

SG "joyfully" announces return of Governor Macquarie from voyage to the Society Islands, bearing "glad tidings", which are made clear in extract of letter sent to SG by Capt. Henry after arrival, dated Sydney Cove, May 31, 1821.

Describes how called at High Island (or Raivavae) to get food, on a Sunday. Saw great number of natives assembled, which caused him apprehension. However, learnt that they had assembled for Christian worship and were entering the Church.

Para, Otaheitan, whom King Pomare left there for purpose of instructing the natives, performed the service. 848 at service. Only 25 on island not Christianized, though have removed idolatry. Gods are mutilated, removed from maraes, and even converted into stools at entrance to Church.

No missionary has visited the island, which was visited by Pomarree in the Arab, an American ship, c. 18 months back; at that time natives "idolatrous and rude state". Pomarree persuaded them to remove idols; people promised to do so, and thus [3b] induced Pomarree to leave Para on the island as leader.

Change took place c. 4 months after Pomarree left, on great feast day. The King of the island and <sup>Para</sup>~~Pomarree~~ earnestly solicited that they might have teacher sent to instruct them.

Letter goes on to say that religion at the Society Islands now general.

"I know not one single soul among the Islands but what attends more or less to religious instruction".

Industry stirring among them. Pomarree wants to trade. "I have now on board a cargo of 75 tons of pork; and a hundred more ready on my return,



EARLY TRADE, cont'd.

RAIVAEVAE AND TAHITI: 1821

on the Island of Otaheite alone. He has all the other Islands at his command. I think he has, among all, about 12,000 hogs; and likewise 150 tons of cocoanut oil, with a quantity of arrow-root, etc."

Signed - Samuel P. Henry.

.....



- (1) 1808 Dec 3 Description and ownership (Affidavit of S. Lord and H Kalle, Dec 3) [25N Col-sec - h-letters, 1808-9, p 9] C.S. 4
- (2) 1813 Feb 16 Five Emigrants formerly belonging to, living on island of Taboo-way, South Seas (Affidavit of a Hendruka, Feb 16, 1813) [ibid, 1813, p 300] C.S. 9
- (3) 1815 Jun 17 Equipped for use of New South Wales New Zealand Company (Letter to John Thomas Campbell, June 17, 1815). [ibid, 1815, p 153] C.S. 12
- (4) 1815 Sept 9 Prisoner John Mulse, had been placed on the Trial (Huell, H 2 - Letter to Rev T Kendall, Sept 9, 1815) [ibid, 1815, p 170] C.S. 13
- (5) 1815 Oct 23 Five convicts escaped from Bay of Islands, probably in Trial or schooner Brothers (Kindell, Rev T - Letter, Oct 23, 1815) [ibid, 1815, pp 83-5] C.S. 13
- (6) 1816 Sept 28 Seized by convicts Brig Rosetta next in pursuit (Rook, h - Letter to Gen. Macypone. Also log of the Rosetta, September 28, 1816) [ibid, 1816, pp 131-9] C.S. 15



TRIAL

COL - SEC IN - LETTERS

(7) 1816. Oct. 8. - £200 paid to Jonathan Griffiths  
 for hire of brig Rosetta to Anne Truel (Jones, R  
 and Benne, J. - Joint letter to J T Campbell,  
 Oct. 8, 1816) [Ibid, 1816, p 155] C.S. 15

(8) 1817 Aug 22 Partially seized on jenny boat sailing to  
 V. D. Land (Land, S - Received, Aug 22, 1817)  
 [Ibid, 1817, p 225-8] C.S. 18



- (1) 1814 July 9. Gen. Doreyane referred to act judicially in matter of re-capture of, case in the Court of Vice-Admiralty (Best, E. - Hol. letter, 9.7.14).  
[E.S.W. Col. Sec. In-letters, 1814, ff. 173-9]  
C.S. 11
- (2) 1814 Aug 2. Re-captors of, petition Court of Vice-Admiralty claim for salvage be settled here, not in England. (Underwood, J. - Petition, Aug 2, 1814).  
[Ibid., 1814, ff. 184-7]  
C.S. 11
- (3) 1814 Aug 3 & 5. Minutes of proceedings of Vice-Admiralty Court in matter of salvage of ship, Serangopatan, at instance of re-captors, Aug 3 and 5, 1814.  
[Ibid., 1814, ff. 188-94]  
C.S. 11
- (4) 1814 Aug 9. Request of re-captors for sale here of stores in board to provide fund for reimbursement. (Underwood, J. - Antagonist letter to Gen. Doreyane, Aug 9, 1814) [Ibid., 1814, ff. 181-3]  
C.S. 11



SERINGAPATAM

COL. SEC. IN-LETTERS

(5) - 1814 Oct 7. Description of capture and re-capture of;  
indeed by Gen. Rorupine to sent to England under  
Capt. Elia Barker (Rorupine, L. - Letter to Lords  
Commissioners of the Admiralty, Oct. 7, 1814) [Ibid,  
1814, H. 195-8.]

C.S. 11



CAMPBELL MACQUARIE

'AUSTRALIAN' INDEX

(1) Built by Loane in 1812, the first vessel  
to be built in Van Diemen's Land. 16.12.26.

1812

1812



"ELIZABETH"

Daniel, Thomas. "New Light on the Earliest American Voyages  
to Australia". American Neptune, Vol. X, no. 1 (Jan., 1950)  
H. 52-64.

---

57 "The Spanish prize was San Francisco and San  
Paulo, alias Ameante, a merchant brig which Captain  
Campbell of Harrington had seized at Coquimbo in  
Chile. Campbell had also carried off from Caldera  
Bay, after a short fight, a Spanish ship-of-war,  
Estremera. Campbell had gambled in the chance of an  
Anglo-Spanish war. Learning at Norfolk Island on his  
return that no news of war had been received he sent San  
Francisco to Kent Group in Bass Straits, in charge of a  
prize master, Arnold Fish from Johnston, Rhode Island.



Sydney Herald 3.1.33, col.4, p.3. Accidents, Offences, etc. Mutiny on board Eliza Francis, whaler, of London:

On Monday 10 men of that vessel charged with mutiny before Police Office, Capt. Geo. Lawson of Eliza Francis made statement on case, in which he stated that on 31 Oct., 1832, when vessel near Line with blubber on board and boiling out, the cooper declared that none of the men would ~~do~~ work any more, if were to his way of thinking, unless given more meat. Ration then was 1 lb. meat per diem, as much bread as wanted, coffee and molasses twice a day, pint of flour twice a week, peas 5 times weekly.

Capt. replied that could not increase ration with present success of ~~the~~ ship, but when had taken 500 barrels more would give them  $1\frac{1}{2}$  lbs meat and extra for breakfast when at hard work. The cooper, Higgins, joined by 3 others, 1 of whom went and called on 2 others to come up and stick up for their rights. Men came aft, and Capt. asked what intended doing. Men stated would not work without more meat. Capt. stuck to refusal, and asked those who with him to go on larboard, those against on starboard side of deck. Men mentioned went to larboard and struck work. On 3rd day came aft and asked to be taken on again at 1 lb meat a day. Capt. told them it was too late, and that he was going to Port Jackson, where affair would be settled according to laws of their country. Had they come on first day, would have taken them on.

The men [charged] cross-examined Capt., when appeared that gt. part of evidence hearsay from report of his officers. Men were then remanded.

Appeared again on Wednes., and Chief and 3rd Officers having been examined with some of seamen who corroborated parts of Captain's statement, 4 of men



discharged and the rest, including Higgins and Thomas, Captain's boatsteerer, who had taken lead with Higgins, committed for trial for endeavouring to cause revolt on board ship.

.....

Sydney Herald 14.1.33, p.2, col.4.

Ship News: Capt. Lawson of Eliza Francis, intends going to ~~the~~ whaling ground with her oil on board, not transshipping it at Sydney.

.....



Elya Francis

Australian

- (1) Arr Sydney Jan 16, 1839, with 300 barrels of sperm oil  
Australian 17.1.39, p 2
- (2) List of 26 vessels from Sydney engaged in whaling 8.7.31
- (3) List of vessels in the whaling grounds & their crews 2.1.41:2
- (4) List of whaling vessels owned in Sydney 12.5.29.



PHOENIX

- (1) "The Phoenix, Capt. Parker, had sailed for the sperm whale fishery the first week in February." sq: March 4, 1815, p. 2, col. 2.

(This news appears to have come from Hobart. It would seem to be in Hobart that the news of any discoveries made by her should be found).

- (2) See sq: 29.7.15, 2c for an account of the injury sustained by Captain W. Parker of the 'Phoenix'. W. R. Murray was off'd Captain while Parker was recovering ashore, with his chief officer, also injured. - Also sq: 2.9.15, 2a; and 7.10.15, 2a.

SYDNEY PACKET

- (1) with a cargo for Bence and Co., ready to sail  
sq: 28.1.15, 1d.



PHOENIX - whaler <sup>1</sup>

Movements of

arr 17 12 (29 6. 12?) Phoenix <sup>2</sup> (W. Parker) 338 8 28  
(320 8 34?) Pruzel London Danl Bennett  
from London in Ballast

dep 27.7.12 (29.7.12?) for Sperm Fishery in Ballast.

arr 24 6 13 (Willm Parker) - 338 8 28 Pruzel  
London Danl Bennett Fishery Sperm Oil

dep 21 8 13 Rio de Janeiro and London 205 tons  
sperm oil <sup>3</sup>

arr 23 7.15 (24 7.15?) (Wm Parker) 341 8 22  
France London W. Bennett & Co. Fishery  
(Derwent?) 42 tons sperm oil

dep 23.7.15 (3.8.15?) Fishery 42 tons sperm oil

arr 1.8.15 (Murray) Fishery Sperm Oil <sup>4</sup>

dep 3 8 15 Fishery

arr 5 10 15 (Hunt) Fishery Sperm Oil

dep 1 11 15 - Whole Fishery 60 tons Sperm Oil



PHOENIX - whaler

Movements of

Notes:-

- 1 all notes taken from Dr. Compton's tables.
- 2 Dr. Compton's tables do not go before 1912.
- 3 It is doubtful if this sentence "Rio de Janeiro ..."  
refers to the Phoenix.
- 4 Is this the same Phoenix?

John Pelsa  
Sydney Packet  
Bowie & Co.



JOHN PALMER

Movements of

From Mr Curpator's records, which start at 1812

dep 4. 4. 15 Port Dalrymple Sundries for that place

arr 19 10 15 from Port Dalrymple mixed cargo

dep 16 11 15 Port Dalrymple Sundries

arr 21. 6. 19 John Palmer (Thos. Reilly) Port  
Dalrymple 400 bush wheat 2896 seal skins  
duty paid Derwent



(4)

General Wellesley

1807

(a) Deposition of James Elder before Samuel Marsden, J.P., 12 Nov. 1813.

No luck here. The only reference I have found is in Bonwick Transcripts, Box 49 (Box 1, Missionary), p. 345 -

"A deposition made by Mr. James Elder at Parramatta, before Rev. S. Marsden, Nov. 12th, 1813, refers to a cruel and unprovoked attack by Capt. Dalrymple of the General Wellesley in 1807, upon the natives of Binnee of Wales's Island, by firing upon them with grape shot."



(4)

(b) Missionary Journal of the Royal Admiral  
from Port Jackson to Tahiti, 13 March - 28  
June 1801.

This is in Mitchell on microfilm, so should be available in Canberra too. It is part of the joint copying project.

The Mitchell has also the original of the journal from Portsmouth to Rio de Janeiro, 9 May - 25 August 1800. It is in the Haweis Papers - Supplement - no. A1963, p. 399 - 421.



BIRNIE AND COMPANYSHIP MOVEMENTS

From the Captains' records, which start at 1812

- arr 25.3.12 CATO (Jas. Lindsay) 186 .. 24  
 Pruzel London Alexr Birnie (Alexander Birnie  
 and Co.) Sperm Fishery 55 tons sperm oil
- dep 21 (24?) .5.12 CATO Fishery Ballast
- arr 13.8.12 MARY ANNE (J. Moore) 313 16 19  
 Lancaster Londen Birnie & Co Londen HRA 1.7.649
- dep 3.10.12 MARY ANNE Sperm Fishery
- arr 22.7.13 CONCORD (W. Elder) 151 6 17  
 Dartmouth Londen Birnie & Co Londen HRA 1.8.193
- dep 16.9.13 CONCORD Sperm Fishery Ballast
- arr 22.3.15 SYDNEY PACKET (Jno. Walburner)  
 273.4.21 American Londen Birnie & Co  
 (Birnie and Walters) Londen HRA 1.8.591
- dep 30.6.15 SYDNEY PACKET Londen 188 casks  
 and bales of wool, 99 casks & 542 seal skins,  
 14 casks of oil, 2 casks and 276 bullock hides.



BIRNIE AND COMPANY

SHIP MOVEMENTS

arr 8.9.15 CRETAN (John Moore) 356 8 28  
Isle of Gata London Birnie & Co. London  
HRA 1.9.81 spints, etc

dep 11 10.15 CRETAN Whole Fishery Ballast

arr 13 (17?). 11.15 QUEEN CHARLOTTE (James Powell  
- Porter?) Birnie & Co. Mangroos 39  $\frac{1}{4}$  tons  
sandalwood

dep 4. 1 16 QUEEN CHARLOTTE Tahiti  
Mangroos Sandra

arr 11 10.16 QUEEN CHARLOTTE (John Powell)  
Jas. Birnie Mangroos 41 tons sandalwood

dep 9 12 16 QUEEN CHARLOTTE Tahiti  
Mangroos.

arr 8 10 17 QUEEN CHARLOTTE (Jas. Powell)  
Jas. Birnie Mangroos 49 tons sandalwood  
5 tons bark

arr 19.10.17 FOXHOUND (W. Watson) 368 4 25  
France London Birnie & Co England merch'

dep 20.11.17 FOXHOUND South Seas Ballast



BIRNIE AND COMPANY

SHIP MOVEMENTS

- arr 10.8.18 FOXHOUND (W. Watson) Plu 368.4.28  
Built France Reg'd London Birnie & Son  
South Seas 100 tons stem oil for the London market
- dep 18.9.18 FOXHOUND oil for London market
- arr 18.5.19 FOXHOUND (W. Watson) Plu 368.4.26  
France Laden Birnie & Son Fisheries stem oil  
for London market
- dep 12.6.19 FOXHOUND London
- dep 18.11.20. Bg HOPE (Jno. Grimes) B2  
226.6.26 1/2 wood London a. Birnie & Co  
Sealing (went to Tahiti - see sq 2.6.21)
- arr 7.2.21 Bg HOPE B2 226.6.12.
- dep 18.3.21 HOPE H.2 & Ery. Passengers of the  
Missionary Society (Possibly with Hope not belonging  
to Birnie?)



Shipping Annals and departures

- (1) "Hunter", barque, arrived from Bengal Jan 10, 1798, with merchandise  
Left for Bengal on Aug. 20, 1798. (no captain's name).
- (2) "Hunter" came back again from Bengal Aug. 30, 1801, with merchandise  
Left for Bengal on Oct. 15, 1802. (no captain's name).
- (3) The "Phoenix", Capt Parker, arrived from London on June 29, 1812 (no cargo)  
Left on July 29, 1812, to engage in the sperm fishery.
- (4) "Phoenix", Capt Parker, returned from the sperm fishery on June 24, 1813, with a cargo  
of sperm oil; and left again for England on Aug. 21, 1813, for England.
- (5) "Phoenix" again tanned up, this time from the Derwent, on July 24, 1815, with a  
cargo of sperm oil and left again on Aug. 3, 1815, to "Fishery".
- (6) "Phoenix", this time Capt. Murray, returned from "Fishery" on Sept. 1, 1815, with  
sperm oil, and left again to "Fishery" on Sept. 3, 1815.
- (7) "Phoenix", this time Capt Hunt, returned from the albatross on Oct 5, 1815, with sperm  
oil, and left again to "Fishery" on Nov 1, 1815. (See also (14))

all also from "Evening News" 16.1.1891.

Note The "Evening News"  
but is not always  
accurate.

- (8) "Arthur", Brig, Capt. Henry Barber (95 tons) arrived in Port Jackson on  
March 10, 1794, from Bengal and left again on April 3, 1794, for the N.W. coast  
of America - she came as a private speculator, with a cargo of beef, tallow,  
rum and colicors. H.R. & S.W. Vol. 2, p. 348 records that on Nov 12,  
1794, the Govt purchased from Henry Barber 9,424 lbs. of beef and  
3,344 lbs. of salt tallow, for £ 307. 16. 0.



Shipping: Arrivals and Departures.

- (9) "Hunter", crew, Capt. John Fern (300 tons, 8 guns, 50 crew) arrived on June 10, 1798 - see (1) 1795, from Bengal. Campbell and Clarke owners. Cargo of India goods, cows and horses. Built in Java, registered in Calcutta. H.R.N.S.W., vol 4, p. 26 has a list of articles bought ex "Hunter", with their exorbitant resale retail prices.
- (10) "Hunter" left again Aug. 20, 1798, for New Zealand (where she arrived Oct., 1798 - see Orbital Navigator, p. 697).
- (11) "Ocean", transport, Capt. John Barber (481 tons, 12 guns, 35 crew). Foreign built, registered Howden Pass. Owners Messrs Harrop of Newcastle. Left for China in ballast on Oct. 7, 1804 (S.G. Oct. 14).
- (12) "Elizabeth", brig, no Capt. stated, left for China Dec 18, 1808
- (13) "Phoenix" Capt. William Parker, was a vessel of 341 tons, 8 guns, 22 crew. Owned and by Bennett & Co. of London.
- (14) "Phoenix", Capt. Dixon, arrived on July 23, 1825, in distress from strong weather lasting severely for nearly 15 days. She is described as coming from "Fukien".

All above from Capt. Francis J. Baryledon's no. Shipping List 1788-1827  
in Mitchell.



Passage from Port Jackson to China.

"The 'outer passage' from Port Jackson, a Van Diemen's Land, to China, is the circuitous than the routes descended above, but it seems to have fewer dangers, with steeper winds than are experienced to the westward of New Caledonia and the New Hebrides."

advised for ships coming through Bass' Strait, or around Van Diemen's Land, early in the season. In a westerly current we generally experienced in crossing the S.E. trades, which sometimes keeps far to the eastward, it is advisable to make a stand that results in a westerly, to give a wide berth to all the large islands, by keeping well to the eastward of them.

Route advised - Norfolk - Matthews Island - kept in long 172° to 171° E - make a change - then westerly to cross the equator in long 168° to 160° E

Stay westerly currents after leaving from its vicinity, until several degrees to the northward.

Steer so as to pass through the canals in long. about 163° E.

When to the N of the canals steer westerly through the Narrows or to the S of Guam.

From: Horsburgh, James. "Directions for Sailing to and from the East-Indies, China, New Holland, Cape of Good Hope, and the interjacent parts..." London, 1809. Part II. Pt. 476-478.



SHIPS LOGSPEABODY MUSEUM, SALEM

- (1) Alert (ship): Boston to Canton and return, 1819-20. <sup>656</sup> 1819 A
- (2) Albree (ship): Boston to Calcutta, 1833 (abstract). <sup>656</sup> 1833 A  
Notes on Sooloo, Bougainville Is., Green Is., Portland Is. (c.1812?).
- (3) Belisarius (ship): Salem to Calcutta (John Crowninshield), 1797-8 (Journal and letter book. <sup>656</sup> 1797 B)
- (5) Benjamin Rush (ship): Pacific to Warren, R.I., 1835-7. <sup>656</sup> 1835 B
- (6) Benjamin Rush (ship): Warren, R.I. to Pacific, 1837-41. <sup>656</sup> 1837 B  
Fiji (whaler).
- (4) Belisarius (ship): Salem to Calcutta (E. Lovett), 1806-8. <sup>656</sup> 1806 B
- (7) Bocca Tigris (brig): copies of papers, letter, etc., re Bocca Tigris of Canton, to China from Mediterranean (Samuel Conant), by F.W. Paine. <sup>656</sup> 1817 B
- (8) Bowdich (whaler): Bristol, R.I. (Ramsdell), 1836-8, on a cruise to the Pacific. Tonga. <sup>656</sup> 1836 B
- (9) Britannide (ship): Journal of a voyage from England to Port Jackson. Using Port Jackson as a point of departure boat made voyages to Sumatra, New Zealand, Java and Mindinao. Notes on ports good, including a list of Royal officers in New Zealand at the time. 9.2.1792-6.4.1796., under Captain Raven, kept by K. Murray.
- (10) Cachalot (whaler): Pacific 5.8.47-4.9.51. New Bedford (Hiram Luther). 4.4.48, mutinous Wm. L. Taber replaces Luther. <sup>656</sup> 1847 C
- (11) Canton (ship): New York to Canton (R. Dale), 1799. <sup>656</sup> 1799 C
- (12) Canton (ship): Journal of Bryant Tilden, supercargo, Boston to China (I. Hinkley) and return, 1815-19. J. Haskill, master, for 3rd voyage. Extensive description of ports. <sup>656</sup> 1815 C
- (13) Ceres (barque): Canton to New York, 1851 (W. Silver). <sup>656</sup> 1850 C Vol. 2
- (14) Charlotte (ship): Boston to Canton, 1842-4. <sup>656</sup> 1841/42 C <sup>656</sup> 1823 C
- (15) China (ship): Salem and Valparaiso to Canton and return (Putnam), 1823-5. A
- (16) Clay (ship): Journal of voyages from Salem to Manila and the Pacific Islands, 7.4.1827-7.3.1829. Much information about the natives, but script difficult to read. Fiji, Caroline Islands. <sup>656</sup> 1727 C <sup>656</sup> 1824 C Hawaii.
- (17) Columbus (ship): Journal of Fairhaven ship, New Bedford to Pacific, 1843-4. A
- (18) Daring (ship): visited Baker Island, 1864-5. Honolulu. <sup>656</sup> 1864 D
- (19) Derby (ship): of Salem, Boston to Canton and return (West), 1804-6. List of American ships at Canton, 1805. <sup>656</sup> 1804 D



- (20) Edward (ship): New York to South America and Canton and return (R. Hicks).  
Harbour journals. 1827-9. <sup>656</sup> 1827 E
- (21) Eliza (ship): Salem to East Indies and China (W. Richardson), 1805-6. <sup>656</sup> 1805 E
- (22) Elizabeth (ship): whaling voyage to Pacific, 1836-40 (I. Hedge).  
Excellent landfalls of many Pacific Islands. Moorea.
- (23) Elizabeth (ship): Journal of Salem ship on voyage to Pacific on whaling  
trip, 17.12.44-15.5.48, with summary. <sup>656</sup> 1844 E
- (24) Elizabeth (ship): New Bedford, whaling voyage to the Pacific, 26.10.47-  
25.6.51 (M. Baker). Landfalls. <sup>656</sup> 1847 E
- (25) Gambia (brig): Salem to New Zealand, 1844-6 (J. Hartwell). Fiji. <sup>656</sup> 1844 G
- (26) Glide (ship): Journal from Salem to New Zealand, Tonga, Fiji, Manila and  
return in Atlantic (Fisher) after Glide wrecked, kept by William  
Endicott under Henry Archer, 21.5.29-29.6.32. Excellent descriptions of  
natives. Fiji, Tonga. <sup>656</sup> 1829 G
- (27) Glide (ship): Journal of voyage from Salem to South Seas under Henry  
Archer, 20.5.29-25.6.32, kept by William Endicott. <sup>656</sup> 1829 G
- (28) Hamilton (ship): Journal of voyage from Boston to Pacific N.W. and return,  
8.9.19-9.4.23 (W. Martin). Traded with several small towns before going  
to China. Hawaii. <sup>656</sup> 1819 H
- (29) Hercules (ship): Boston ship, Liverpool to Canton and New York, 1835. <sup>656</sup> 1835 H
- (30) Hibernia (whaler): New Bedford to Indian Ocean and Pacific (N.P. Simmons),  
1844-6. Cook Islands, Hawaii. <sup>656</sup> 1844 G
- (31) Hope (whaler): Sydney to Pacific Coast (L.S. Gifford), 1863. <sup>656</sup> 1863 H
- (32) John G. Coster (ship): New York to Hong Kong and Macao, 1845-8. <sup>656</sup> 1845 J
- (33) Joseph Maxwell (whaler): Fairhaven to Pacific, 1852-55. Accounts. <sup>656</sup> 1852 J
- (34) Kremlin (bark): Boston to Whampoa (F. Johnson, Sr.), 1854-60. <sup>656</sup> 1854 K
- (35) Logan (ship): Boston to Europe and China, 1836-8. <sup>656</sup> 1836 L
- (36) Lydia (bark): of Salem, Manila to Samboaga and Guam, 1801-4 (Moses  
Barnard). Notes on Guam culture. Guam, Mariana Islands.
- (37) Majestic (whaler): Journal to Pacific and N.W. Coast and return to New  
York (Hall), 1848-51. Honolulu. <sup>656</sup> 1848 M
- (38) Malolo (schooner): Honolulu to Marahi (G.A. Bridges, later J.P. Eldridge),  
kept by J.J. Mahlman, 1868. Honolulu. <sup>656</sup> 1868 M



- (39) Massachusetts (ship): Boston to Canton, 1790-93 (T. Barnett and J. Prince), kept by John Bartlett. Coloured sketches. Observing Pacific voyage. Hawaii. <sup>656</sup> 1790 M
- (40) Mayflower (whaler): Journal of cruise to Pacific from New Bedford, 1839-41 (Henry Cott). <sup>656</sup> 1839 M
- (41) Mentor (ship): Journal of two cruises from New London to Pacific, 1843-6 (Riley Sweet). Hawaii. <sup>656</sup> 1843 M
- (42) Mentor (ship): Canton to Boston, 1819. <sup>656</sup> 1819 M
- (43) Neva (schooner): About the Marshall and Gilbert Islands under E.A. Pitman, 17.10.71-19.9.72. Harbour journals dealing with natives. Gilbert Islands, Marshall Islands, Honolulu. <sup>656</sup> 1871 N
- (44) New Hazard (brig): Journal, 1810-13, of Salem brig to N.W. Coast <sup>Hawaii</sup> and China (David Nye), kept by Stephen Reynolds. Trouble over native girls coming on board. Officers harsh. Photocopy made. Later published by Museum. <sup>656</sup> 1810 N  
U 1 R
- (45) Pacific (schooner): Journal, 1829-31, Portsmouth to South Pacific (Brown), for seal and sea elephants. Christmas Island. Sealing. <sup>656</sup> 1829 P
- (46) Pearl (ship): Canton to Boston (John Suter), 1810. <sup>656</sup> 1810 P
- (47) Potomac (ship): Newburyport to Batavia, Canton and Boston, 1835-7. <sup>656</sup> 1835 P
- (48) Rodman (whaler): New Bedford to Pacific, 1827-30 (Robert Joy). Watercolours of ships, landfalls and fish. Hawaii. <sup>656</sup> 1827 R
- (49) Rosalie (whaler): 1839-41, from Warren, R.I., to South Seas (S. Eddy). <sup>656</sup> 1839 R
- (50) Roscoe (brig): Salem to Pacific Islands and return (Benjamin Vand<sup>e</sup>rford), 1.10.21-15.9.23. Marquesas. <sup>656</sup> 1821 R
- (51) Samuel Russell (ship): Abstract of log, New York to Hong Kong and return, 1847-8 (N.B. Palmer). <sup>656</sup> 1847 R
- (52) Sappho (bark): Boston toward Canton, 1845. <sup>656</sup> 1845 S
- (53) Saratoga (U.S. sloop of war): Gosport, Va., to Rio, Table Bay, Macao, Manila, Hong Kong, 1850-2 (W.S. Walker). <sup>656</sup> 1850 S
- (54) Sooloo (bark): Journal from Boston to Hong Kong to New York, 1861-2 (J. Eanes). <sup>656</sup> 1861 S
- (55) Spy (brig): Journal Salem to New Zealand, Manila, 1832-4 (J.B. Knights). Sold in Manila as unfit for trade. Descriptions of local customs. <sup>656</sup> 1832 S
- (56) Stephania (bark): whaling voyage from New Bedford to Pacific, 1864-8 (James Sinclair). Some harbour journals. Fiji, Hawaii. <sup>656</sup> 1864 S



- (57) Surprise (clipper): Journal and abstract of voyage from London to China<sup>656</sup> and return (C.A. Ranlett, Jr.), 1851-2. Landfalls, harbour journals. 1851s
- (58) Surprise (clipper): Shanghai to New York and voyage to China and return (C.A. Ranlett, Jr.), 1857-8. <sup>656</sup> 1857s
- (59) Surprise (clipper): New York to China and return, 1859-60 (C.A. Ranlett, Jr.). <sup>656</sup> 1859s
- (60) Surprise (clipper): New York to Hong Kong and return, 1860. <sup>656</sup> 1860s
- (61) Surprise (clipper): New York to Hong Kong, Manila and return, 1863-4, and Amoy to New York, 1868 (Charles A. Ranlett, Jr.). <sup>656</sup> 1863s

(There are several other voyages of the Surprise to China, here Omitted).

- (62) Syren (ship): Boston to San Francisco to Hong Kong and return to New York (Charles H. Allen), 1855-6. <sup>656</sup> 1855s
- (63) Tonquin (ship): Journal of a voyage from Boston to Canton, 1845-6 (W.G. Blackner). Harbour journals. <sup>656</sup> 1845 T
- (64) Tonquin (ship): Boston to China (W.G. Blackner), 1845-6. <sup>656</sup> 1845 T
- (65) Tremont (ship): Boston to Far East, 1833-5. <sup>656</sup> 1833 T
- (66) Uncas (ship): Journal of whaling voyage from New Bedford to the Pacific, 1846-51 (C.W. Gelett). Hawaii. <sup>656</sup> 1846 v
- (67) Union (ship): Salem to Canton and return, 1802-3 (G. Hodges). <sup>656</sup> 1802 v
- (68) Vigilant (whaling bark): Journal of voyage to Pacific from New Bedford (F.P. Cole), 1860-2. <sup>656</sup> 1860 v
- (69) Washington (ship): New Bedford to Pacific and return (Palmer), 1850-3. <sup>656</sup> 1850w
- (70) William Wirt (ship): Fairhaven to Pacific and return, 1846-50. Incomplete. <sup>656</sup> 1846 w
- .....

Addenda

- (71) Franklin Adams (brig): Journal of a voyage from San Francisco to the Society Islands and Fiji, 22.8.50-10.4.51, by Josiah Dudley. <sup>656</sup> 1848 R
- (72) Acushnet (whaler): voyage to the Pacific, 1845-7. Hawaii. <sup>656</sup> 1845 A
- (73) Marengo (whaler): New Bedford to the Indian and Pacific Oceans (James Skinner), 1855-9. Honolulu. <sup>656</sup> 1855 M
- (74) Natchez (ship): Journal of New Bedford whaler to the Pacific, 1851-5/  
(Hall). <sup>656</sup> 1848 M (?)



(75) George Raynes (ship): New York to San Francisco, Far East and Cork, 1864-7 (N.A. Bachelder). Howland Island. 656

Extracts from log of-

1864 G

- (1) Albatross 1839 .....
- (2) (1) 1836
- (3) Porpoise 1836
- (4) Porpoise 1830-1832  
Description of a beche-de-mer house
- (5) (7) 1833  
Tahitian vocabulary
- (6) Emerald 1834  
Tribute to Chief Pahlipia
- (7) Dorinda 1805  
New Guinea Straits
- (8) Bengal 1835  
Hargreaves - recruiting
- (9) Concord 1801  
Hargreaves - pp sandalwood
- (10) Britannia 1793-1794 New Zealand
- (11) Endeavour 1795 New Zealand
- (12) Providence 1796 Loyalty Islands
- (13) Albatross 1830-1831 Fiji
- (14) Emerald 1834-1836 Fiji - Tahiti - Samoa - Hawaii
- (15) Fallax 1833 Tikopia  
Trade list
- (16) Burns 1831 Fiji - Marshall Islands (V)
- (17) Rowson 1822  
Brief note (1p)
- (18) Clay 1827-1828 Aitutaki - Samoa - Kiribati - Fiji -  
San Cristobal - New Hebrides
- (19) "List of the Different Native Chiefs of the Fijee Islands with whom you



SHIPS LOGSPEABODY MUSEUM, SALEMIn Fiji Box:-

## Extracts from log of:-

- (1) Eliza 1833  
"Narrative of the Voyage of the Sloop 'Eliza' to the Fijee Islands" (With an English-Fijian Vocabulary). (By Wm. Lockerby).
- (2) (?) 1836  
"Narrative of the Voyage of the Sloop 'Eliza' to the Fijee Islands" (By Wm. Lockerby).
- (3) Peru 1836
- (4) Peru 1830-1832  
Description of a beche-de-mer house
- (5) (?) 1833  
Fijian vocabulary (Photostat from original in the Papers in the archives of The Historical Society, 300 Locust St., Philadelphia). With 2 pages of notes.
- (6) Emerald 1834  
Tribute to chief Phillips
- (7) Herald 1805  
New Guinea Straits
- (8) Bengal 1833  
Marquesas - recruiting
- (9) Concord 1801  
Marquesas - no sandalwood
- (10) Britannia 1793-1794 New Zealand
- (11) Endeavour 1796 New Zealand
- (12) Providence 1796 Loyalty Islands
- (13) Glide 1830-1831 Fiji
- (14) Emerald 1834-1836 Fiji - Tahiti - Samoa - Nauru
- (15) Pallas 1833 Tikopia  
Trade List
- (16) Peru 1831 Fiji - Marshall Islands (?)
- (17) Roscoe 1822  
Brief note (1p)
- (18) Clay 1827-1828 Aitutaki - Samoa - Niuatobutabu - Fiji - San Cristobal - New Hebrides
- (19) "Acct of the Different Native Chiefs of the Fijee Islands with whom you



have to do in procuring Sandle wood particularly those of Token Roba, so called by the Natives, - it being the largest of all the group." (By Wm. Lockerby). 6 pp.

- (20) "Directions for the Fejee or Sandle Wood Islands" (With an English-Fijian vocabulary). 5 pp. (By Wm. Lockerby).
- (21) Letter from Sandal Wood Bay 29.8.08. (TS - 2 pp. By Wm. Dorr, jr.?).
- (22) TS of (19) and (20).
- (23) Photostat of (19) and (20).
- (24) "A New Chart of the Fejee Islands". (Photostat from original in the Commodore John Roger Papers in the archives of The Historical Society of Pennsylvania, 1300 Locust St., Philadelphia). With 2 pages of pencilled notes attached.

Label on box:-

Papers of Fiji Islands

Misc. Marine.

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SHIPS LOGSESSEX INSTITUTE, SALEM

- (1) Hamilton: Hawaii and Canton, 1811.
- (2) Indus: Pacific and Canton, 1815-1817, (Nathaniel Page). Kept by C. Forbes.
- (3) Lydia: Manilla to Guam, 1801-1802. Kept by W. Haswell. 1801 & 2 P.M.
- (4) Fanny: Port Jackson, Batavia, 1802-1803.
- (5) Eliza: New Zealand and Canton, 1805-1806, (W. Richardson). Kept by P.F. Pinel. Peabody Museum.
- (6) Cleopatra's Barge: Hawaii, 1820, (John Suter).
- (7) Eagle (schooner): Hawaii, 1820-1821, (W. Cole). Kept by N. Haskell.
- (8) Roscoe (brig): South Seas, Batavia, 1821-1823, (B. Vanderford). 1821 & 3 P.M.
- (9) Roscoe (brig): round world, 1823-1825, (J. Briggs).
- (10) U.S. Frigate United States: Pacific Ocean, 1823-1826, (I. Hull).
- (11) Peru (bark): South America and East Indies, 1825-1827, (Lovett).
- (12) Clay (ship): Fiji and Manila, 1827-1829, (W.R. Driver). 1827 & 2 P.M.
- (13) Peru (bark): Fiji to Manila, 1831-1832, (J.E. Eggleston). Kept by T.W. Ross. 1831 P P.M.
- (14) Bengal (ship): South Pacific, 1832-1835, (G.E. Russell).
- (15) Loper (ship): whaling cruise to South Seas, 1832-1835, (J.B. Meader).
- (16) Pallas (bark): Pacific Ocean, 1832-1834, (H. Archer). 1832 P P.M.
- (17) Tybee (ship): New Zealand and Europe, 1832-1833, (W.P. Driver).
- (18) Eliza (ship): Pacific Ocean, 1833-1834, (J. Winn, Jr.). Kept by J.D. Winn. 1833 E3. P.M.
- (19) Emerald (ship): Pacific Ocean, 1833-1836, (J.H. Eggleston). Kept by J.W. Osborn. Notes on native custom. 1833 E5. P.M.
- (20) Emerald (ship): Pacific Ocean, 1833-1836, (J.H. Eggleston). Same voyage as (19). Kept by G.N. Cheever. 1833 E6. P.M.
- (21) Emerald (ship): Pacific Ocean, 1833-1836, (J.H. Eggleston). Same voyage as (19). Kept by J.H. Eggleston. 1833 E7. P.M.
- (22) Emerald (ship): Pacific Ocean, 1833-1836, (J.H. Eggleston). Same voyage as (19). Captain Eggleston's Journal for 1833-1836. 1830 P2. P.M.  
(with Penn)



- (23) Black Warrior (ship): South Pacific, 1834-1835, (J. Rogers and C. Millett)
- (24) Black Warrior (ship): Sydney to New Zealand, 1834.
- (25) Coral (schooner): South Pacific, Jan. to May, 1834. 1834c P.M.
- (26) Consul (brig): South Pacific, 1834-1835. Kept by I.N. Chapman.
- (27) Lemuel C. Richmond (ship): whaling voyage to the South Pacific, 1834-1837, (J. Sherman).
- (28) Pallas (bark): New Zealand, 1834-1836, (H. Archer, Jr.).
- (29) Tigris (brig): Nayunga to Salem, 1834, (J.G. Waters). Kept by D. Howe.
- (30) Coral (schooner): Pacific Ocean, 1834.
- (31) Coral (schooner): Pacific Ocean, 1834. Same voyage as (30). Kept by J.D. Winn.
- (32) Eliza (ship): Pacific Ocean to Salem, 1834-1835. Kept by J.D. Winn.
- (33) Black Warrior (ship): New Zealand to Australia, 1835.
- (34) Elizabeth (ship): Pacific Ocean, 1836-1840, (I.G. Hedge).
- (35) Elizabeth (ship): Pacific Ocean, 1836-1840, (I.G. Hedge). Same voyage as (34). Kept by J.P. Saunders.
- (36) Mermaid (brig): Pacific Islands, 1836-1837, (J.H. Eagleston).
- (37) Emerald (barque): whaling voyage, 1838-1840, (J. Dexter). Kept by W.H. Nichols.
- (38) Sapphire (ship): whaling voyage to Pacific, 1838-1839. Kept by J. Ward.
- (39) Palestine (bark): whaling voyage to Pacific, 1839-1842, (J. Crinblis).
- (40) Sapphire (ship): whaling voyage to Pacific, 1839-1841, (A. Cartwright). Kept by J. Crowell.
- (41) Emerald (bark): whaling voyage to South Pacific, 1840-1843, (R. Brown).
- (42) Elizabeth (ship): whaling voyage to South Pacific, 1840-1844, (Hedge).
- (43) Elizabeth (ship): whaling voyage to South Pacific, 1840-1844, (Hedge). Same voyage as (42). Apparently another log or journal.
- (44) Gambia (brig): New Zealand and Fiji, 1840-1842, and South Pacific, 22.7.42-1.10.42, (B. Wallis).

No more ships recorded here to New Zealand or Australia.



- (45) Warwick (schooner): South Pacific, 1843-1845, (G.N. Cheevers).
- (46) Elizabeth (ship): whaling voyage to Pacific, 1844-1848, (W. Hall).
- (47) Angola (bark): Pacific Ocean, 1845-1846, (S. Varney). Kept by Ed. Lloyd.
- (48) Catherine (bark): Boston to Fiji and China, 1845-1847, (Cotton L. Pratt).  
Kept by C.E. Cloutman.
- (49) Henry (bark): whaling voyage to South Pacific, 1845-1847, (C. Lind).
- (50) Samos (bark): New Zealand, Society Islands, Fiji and Manila, 1845-1847,  
(H. Archer).
- (51) Warwick (schooner): Pacific Ocean, 1845-1849, (G.N. Cheever).
- (52) Belle (bark): whaling voyage to Pacific Ocean from Warren, R.I., 1856-1858, (Smith).

Index checked to 1900.

Note: The Essex Institute (and I suspect the Peabody Museum) appear to recognize no distinction between a Log Book and a Journal. Most of the above are described as Journals, but a sample inspection showed them to be really Log Books.



- (1) Log book of brig Gambia (Benjamin Wallis, master): voyage from Salem to New Zealand and the Fiji Islands, and return, 8.11.1840-5.1.1842.

Contains a certain amount of information about the quantities of beche-de-mer brought on board, presents to chiefs and localities of stations, but otherwise the usual wind and weather entries.

M  
656

184045

- (2) Samos (bark): Journal of a voyage to New Zealand, Society Islands, Feejee Islands and Manila, 1845-1847, bark Samos (Henry Archer, master). (The vessel was condemned at Manila in 1847).

As for (1), but also includes remarks on friction between rival captains, the burning of beche-de-mer stations and demands for removal.

M  
656

184552

- (3) Emerald journal by Osborn (see (5) in filming list) contains:-

- (a) Remarks on trading in Tahiti, Samoa, etc.
- (b) An account of the Navigator Islands.
- (c) Remarks on Rotuma.
- (d) Fiji warfare.
- (e) Fiji customs.
- (f) Nauru customs.

In fact there is so much that it must be filmed and will probably prove the most valuable ethnohistorical document yet found.

- (4) Roscoe (brig): Journal of a voyage round the world, 1823-1825.

Useless - just wind and weather. Never went to the islands.

- (5) Rogers, N.L. and brother. Account Book, 1810-1845. 1 vol.

Includes particulars and prices of merchandise shipped to, and sold at, Hobart, Auckland and Sydney on the ship Black Warrior (date not stated); also at Hobart and Sydney on the schooner Petrel. Important as giving cost and sale prices.

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- (1) Peru (barque): Journal of a voyage from New York to Manila and Fiji Islands, 1830-1833, bark Peru (J.H. Eagleston, master). <sup>M</sup>  
656
- (2) Emerald (ship): Voyage of the ship Emerald (J.H. Eagleston, master), being Capt. J.H. Eagleston's Journal for the years 1833-1836. Bound with (1). <sup>1830 P2</sup>
- (3) Peru (bark): Journal of a voyage from Lintin to Manila, 1832-1833, bark Peru (J.H. Eagleston, master). <sup>M</sup>  
656  
1832 P2
- (4) Stephen C. Phillips, Salem, Merchant. Account Book: Ships, 1828-1833. (Two portions as flagged).
- (5) Emerald (ship): Journal of a voyage to the Pacific Ocean and return, 1833-1836, ship Emerald (John H. Eagleston, master). Kept by Joseph W. Osborn. <sup>M</sup>  
656  
1833 E5  
(From the beginning to p.262 and p.327 to the end - 279pp in all).
- (6) Emerald (ship): Journal of a voyage to the Pacific Ocean, 1833-1836, ship Emerald (John H. Eagleston, master). Kept by J.H. Eagleston. (All the letters, etc. (running from the front of the book) plus the Journal (which runs from the back of the book) as far as the entry "August 1835. Corals accident"). <sup>M</sup>  
656  
1833 E7
- (7) Emerald (ship): Journal of a voyage to the Pacific Ocean, 1833-1836, ship Emerald (John H. Eagleston, master). Kept by George N. Cheever. <sup>M</sup>  
656  
1833 E6  
(As far as page containing marginal headings: "Manila, situation, population, defences, streets, side walks").
- (8) Coral (schooner): Journal, 1834. Bound with (5).

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(5), (6) and (7) to be filmed first, all being essential; the rest when opportunity (and finance) offers.

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SHIPS LOGS

IN RHODE ISLAND HISTORICAL SOCIETY LIBRARY

- (1) Canton (ship), of Philadelphia: New York to Canton, September, 1799.
- (2) Patterson (ship), of Providence: Journal kept on ship Patterson (Jonathan Aborn, master) of Providence, on a voyage to Australia and Canton, July 19, 1803 - Jan.22, 1804. Kept by Crawford Carter. L - 828 - P.
- (3) Asia (Nathaniel Pierce, master) of Providence: Providence to China, 12.7-9.12.1804. Kept by Benjamin B. Carter. L - 828 - A.
- (4) John Jay: Providence to Amsterdam and China, 1804-1806.
- (5) Arm and Hope: Providence to Canton, 1815-1816.
- (6) Osprey (brig): written by Edwin T. Jenckes, 28.6.21, describing the ruins of Tinian. K  
L - 828 - OS.
- (7) Sharon: whaling journal, South Pacific, 1841-1845. Privately printed in Providence, 1953.

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SHIPS LOGSBAKER LIBRARY, HARVARD UNIVERSITY

- |          |                         |                  |
|----------|-------------------------|------------------|
| (1) 469  | Fair America            | 1797             |
|          | Tryal                   | 1792-1798        |
| (2) 474  | Hope                    | 1802-1804        |
|          | Augusta                 | 1802-1804        |
| (3) 475  | Augusta                 | 1806-1807        |
| (4) 476  | Hope                    | 1806-1808        |
| (5) 477  | Perseverance            | 1807             |
| (6) 478  | Heard BP-22             | 1807 (not a log) |
| (7) 485  | Elizabeth               | 1815-1818        |
|          | Brutus (Wendell?)       | 1815-1820        |
| (8) 486  | Neptune                 | 1817-1818        |
|          | Canton Packet (Forbes?) | 1817-1818        |
| (9) 493  | Siren                   | 1824             |
| (10) 490 | Argus                   | 1819-1820        |
| (11) 532 | Acushnet                | 1845-1848        |

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LOGS AND JOURNALS IN UNITED STATES REPOSITORIES

- (1) The San Francisco Maritime Museum, foot of Polk Street, San Francisco, California 94109.

2nd voyage

Two logs only - both of the Loper. Dep. 8.12.1824: finished second voyage 16.1.1829. She went first to Chile, but in March, 1828, she was off the Kingsmills and remained there. April, May, June very successful, with 15 whales taken in 3 days (21-23 June); July with 11 whales on 28th; August left for NZ and home, concluding what has been generally acknowledged as one of the greasiest voyages ever. Called at the Bay of Islands enroute to the Horn. This is a first class log in excellent shape and worth copying.

1st voyage

19-22.8.1825: discovered Lopers Island in 00.11 N.; 176.15 W.  
20: took fowls and pigs ashore while visiting.

[Lopers Island was presumably Bakers Island, subsequently called New Nantucket by the captain of the ship, who later called Niutao ~~XX~~ Lopers Island]

13.9.1825 off Byrons Island. Spent at least August and September in the Kingsmills. At Bay of Islands 23.12.25 - 3.1.26. Dep. for Kingsmills Feb. 1826 and cruised there March-May; thence to Rotuma and Tahiti and arr. home Oct. 1826.

- (2) Bancroft Library, UCLA, Berkeley, California, U.S.A. 94720. (Reference Librarian: Cecil L. Chase). Indexes show following logs:-

(i) Mentor - 1824-1825 (probably trading): Canton, California, Hawaii, China.

(ii) Burlington - 1850-1852 (probably trading).

(iii) Ocean Bird - 1858-1859: whaler (log in the CM Scannon Collection PK200-207).

(iv) Saratoga - to 1856: whaler (log in the CM Scannon Collection PK200-207).

(v) Name not shown on index - CF 166, Charles Goodall, Journal, 1847-1852, includes voyage 1851-1852 to Friendly Islands, Fiji, and Australia.

(vi) Champion - Journal by William S. Hinkley: Boston, Gibraltar, Hawaii, 1822-1823, via the Horn.

- (3) Mr John C. Broderick, Acting Chief, MSS Division, Library of Congress, reports a 4,000 item collection, including sealing and whaling logs of expeditions in the 1830s held as the Nathaniel B. Palmer Collection. Index available and could be photostated.

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LOGS OF THE 'BELLE'

- (1) For log in the Sag Harbor Museum, see correspondence with Mr Dodge, of the Peabody Museum, who has undertaken to get it copied.
- (2) There is a log of the same or another voyage of the Belle in either the Peabody or the Essex Institute (dep. 21.5.1856 for Bali and Java 1857).
- (3) Another log of the Belle at either the Peabody or the Essex Institute includes a mention of her being off Pitt Island in the Kingsmills on 30.6.1852.
- (4) A fourth log of the Belle, for 1857-1862 (Captain Boswell Brown; Edmund Allen, owner) is in the Melville Whaling Room of the New Bedford Free Public Library (Reginald Hegarty is the whaling librarian).

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AMERICAN - AUSTRALIAN RELATIONS,  
1792-1812.

Report on Searches and Inquiries

Herman Melville wrote in 1851:- "That great America on the other side of the sphere, Australia, was given to the world by the enlightened whalemén. "Nantucket whalemén reached Australia in 1792, four years after the First Fleet, but two American merchant vessels entered Port Jackson before the end of 1792. In the next 20 years Americans played a notable part in the history of Australia.

During the 20 years from 1792 to 1812, when the War of 1812-14 (in the course of which the re-named N.S.W. Corps invaded the United States) caused a break, 62 American vessels visited Australia. They belonged to these ports:- Boston 14; Providence R.I. 13; New York 11 (counting Independence, built in South Australia but registered as of New York); Nantucket and New Bedford, each 6; Philadelphia 3; Newport R.I. and Salem, each 2; Newburyport, New Haven, Portsmouth N.H. and Minila, each 1; port of one not stated. The Fair American of Manila is described as American in spite of her port of registry. I have not included Edward, whaleship, of Dunkirk, reported as touching at Saint Helena on 20th September, 1793, on her way from New Holland. Her master was Micajah Gardner but though manned by Americans she was of French registry.

I have examined the Logs or Journals of 10 of these 62 vessels and the papers of five more, making 15 in all, or almost one fourth of the total. There are 12 logs in all for three accounts of the 1798



voyage of Ann and Hope of Providence R.I. are available. There are also papers of Ann and Hope, making six sets in all. Salem has Robert Murray's Britannia Journal, 1792-96, perhaps the most important M.S. bearing on early Australasian sea history.

Inquiries by correspondence covered a wide area. I then visited New London, Mystic Conn., Providence R.I., Newport R.I., New Bedford, Nantucket, Boston, Salem, Newburyport and Portsmouth N.H.

#### Logs and Journals.

Logs and Journals of the following vessels were examined:-

- (1) ANN and HOPE, of Providence R.I., owned by Brown and Ives. A vessel of 550 tons, with a crew of 60, which put into Botany Bay in October, 1798.

In John Carter Brown Library, Providence:

- (a) Log kept by the first mate Christopher Bentley. A sailor's log, kept in a volume entitled:- "The Seaman's Log-book", with pages 24 inches by 11. The Log occupies 324 pages, followed by 16 pages of a Harbour Log kept at Canton. Bentley did not go to Sydney but mentions that a boat from Port Jackson brought 8 hogs, poultry and potatoes to the ship at Botany Bay.

Following this in the Log book is the Log of Ann & Hope's voyage of 1799 with Bentley as captain. This was kept by Amos Warner, first mate; 180 pages. Ann and Hope sighted Tasmania but did not touch anywhere in Australia on this voyage. She sighted many of the Fiji Islands; the larger islands are shown and numbered A. to H. in the Log.



(b) Journal, unsigned but obviously by Benjamin Page jun., son of the captain. It runs from 17th June, 1798 to 13th June, 1799. It has 157 pages, not counting seven pages of sketches. All these are of capes, hills and other natural features except a picture of a grass-tree (Xanthorrhoea). This is quite obviously taken from Phillip's book. This Journal gives 2,440 words to the visit of the ship's officers to Sydney.

At Rhode Island Historical Society:-

(c) Journal kept by Dr. Benjamin B. Carter, surgeon on Ann and Hope 182 pages. He gives 5,000 words to the visit to Sydney. He records a talk with Governor Hunter who referred to his war service in Rhode Island waters and said that the geographical world was about to learn that there was a strait between Van Diemen's Land and New Holland. He mentioned a whaleboat voyage (obviously that of Bass) and added that he had sent a small vessel to "stretch from side to side" and settle the question. This talk was on 22nd October; Norfolk had sailed a fortnight earlier. Dr. Carter gives a short native vocabulary and says that the natives could count up to 100. He noted that the Botany Bay natives gummed bits of broken glass to the iron-wood points of their grass-tree spears.

Transcripts - Mr. Lawrence Wroth, Librarian, said that the J.C.B. Library could supply photostats at 35 cents a page. Mr. Wroth has a low opinion of microfilms. Mr. Clifford P. Monahan, president of R.I. Historical Society, said that Brown University's photographic studio could make either photostats or microfilms of Journal (c). The Society would give every facility.

Note on publication:- Some account of the Ann & Hope Journals and of the papers of Ann and Hope, John Jay, Arthur and Eliza (see infra) will be given by James B. Hedges in the 2nd volume of:- "The Browns of Providence Plantation", to be published by Harvard. Professor Robert J.



Kenney of Brown University, is working on the Ann and Hope Journals with a view to publication. Dr. Kenney has edited the Journals (1840-42) of John B. Williams of Salem, U.S. Consul at the Bay of Islands N.Z, to be published shortly by the Peabody Museum.

- (2) Ship Patterson of Providence, owned by Munro & Company, 1803-04.  
Rhode Island Historical Society.

Journal kept by the junior supercargo, Crawford Carter, younger brother of Dr. Carter. It is in two books:-

- (1) from 9th July, 1803 to 22nd January, 1804 (arrival at Canton);  
(2) from 14th March to 22nd August, 1804 (Canton to Providence).

The first has 70 pages and the second 55, making a total of 125. Young Carter gives a lively account of Sydney. The "better class of people" lived in "true English style". They did all their business before dinner, which was at half past three. When Patterson sailed on 29th November, 1803, Mr. Fleming, a Providence R.I. resident of Sydney came on board as a passenger to China, "being under the necessity of leaving Sydney." On 5th December the ship was found to be infested with fleas and lice from Port Jackson. The Journal gives a good account of trading with the natives of New Georgia.

Patterson carried to New England copies of early issues of the Sydney Gazette. The Providence Gazette and other newspapers quote the Gazette on the loss of Cato and Porpoise.

For transcripts see 1 (c).

- (3) ASIA, whaleship, of Nantucket, which touched at Sharks Bay, 1792.  
Mystic Seaport, Mystic Conn.

Journal kept by Sylvanus Crosby, entitled:- "A Journal of our intended voyage from Nantucket towards the Coast of New Holland. It is in excellent condition and contains 183 pages, or about 66,000 words.



Asia, Elijah Coffin, master and Alliance, Bartlett Coffin, master, sailed from Nantucket in 1791 and were in Sharks' Bay from 28th April to 4th May, 1792. They appear to be the first American vessels to reach Australia. Captain Elijah Coffin went gunning at the Bay but found "no grate game". He struck a whale on 5th May but lost it. Asai's cook was twice burried, but only up to the neck. This was to cure the scurvy. The Journal ends on 27th January, 1794, when Asia was at St. Eustace in the West Indies.

Transcript - Mr. E. A. Stackpole, Curator, said that he could supply a microfilm for 10 dollars.

(4) ROSE of Nantucket, James Cary, master, 1803-05.

In the hands of Robert Caldwell, Island Service Co., Nantucket.

This Log consists of 83 pages, and there is a 16 page Protest sworn by Captain Cary at Capetown on 24th November, 1804. Rose sailed from Nantucket on 24th July, 1803, but the first Log entry is for 29th July. The Log ends with Rose's arrival at Canton, 16th June 1804. According to the Log, Rose entered Port Jackson on 29th January, 1804, and sailed on 4th February; the dates in the Sydney shipping returns are 25th January and 3rd February. The second discrepancy may be due to the difference between ship and civil time. The entry for 7th February records the sighting of a whaleship commanded by Captain Skelton which "left Port Jackson four days before us with the Governor &c. of Norfolk Island." Foveaux, the Lieut. Governor, had in fact sailed on 12th January in Union of New York; Ferrett, Philip Skelton, master, was chartered to follow with passengers and stores. On 4th March, Captain Cary sighted an island not laid down on his charts and named it Rose Island. It appears to have been in the Kingsmill Group.

The Protest, made before John Bernard Hoffman, notary at



Capetown, sets out that on his return from Canton, Captain Cary sought to run through Pitt's Passage. Rebuffed by a southerly wind he sailed north of New Guinea, through Dampier Straits and round the south of Australia to reach Capetown. His affidavit protests against "the Sea, Gales of Wind and Bad Weather which the said Ship Rose met on her passage from Nantucket until her arrival at Capetown." The second officer and two men had been killed by the natives of Salawati Island near Pitt's Passage.

Transcripts \* - Mr. Caldwell stated that he proposes to have photostats made and would gladly make one available.

(5) HANNAH and ELIZA, whaleship of New Bedford, Micajah Gardner, master, 1804-06.

Nantucket Whaling Museum -

The ship left New Bedford on 30th April, 1804, but was forced to return for more men because H.M.S. Leander pressed 10 of her crew. The Log ends on 24th September, 1804, with Hannah and Eliza running towards the mouth of the Bristol Channel. The Log has 184 pages but is loosely written, containing about 42,000 words. From 19th April to 4th May, 1805, the log-keeper was on Norfolk Island. Hannah and Eliza was in Broken Bay from 16th to 24th May and again from 23rd October to 20th November, 1805. On the second occasion she anchored two miles up the Hawkesbury River, where the ship was smoked for rats. On 25th October is the entry:- "Bought 10 bushels of corn and a hog weighing 95 lbs out of a Hawkesbury boat." When the crew was mustered on 17th November Thomas Miller was missing and was presumed to have deserted. Hannah and Eliza was at Norfolk Island again from 28th February to 13th March, 1806. She then sailed for England via the Horn in company with the Ann, of New Bedford, Captain James Gwynn. Captain Gwynn commanded British whalers for the next



few years, returning to Nantucket in 1814. Though Hannah and Eliza never entered Port Jackson, she secured supplies from Sydney according to a letter from Captain Gardner in the possession of Mr. E. A. Stackpole of Mystic.

For transcripts see (6).

(6) Ship TOPAZ, of Boston, Mayhew Folger, master, 1807-08.

Nantucket Whaling Museum.

This Log contains 132 pages and runs from 5th April, 1807, when Topaz left Boston, to 20th February, 1808, when she was a fortnight out from Pitcairn Island. It ends with the words:- "To be continued in another book. The volume in which the Log was kept has a book-plate showing two unicorns with mermaids tails and the words:- "E Libris William Mayhew Folger, U.S. Navy". Topaz searched for Isle Grande, Nachtigal and other non-existent islands on which Folger hoped to find seals. She bore up for Kerguelen Land but Captain Folger, meeting adverse winds, stood away from Adventure Bay, Bruny Island. He reached it on 16th October, 1807, Topaz had just sailed again when, on 24th October, she was boarded by Lieut. Symons of H.M.S. Porpoise." He wanted supplies and I agreed to accompany him up the River Derwent" says the Log. The entry for 27th October says:- "Employed filling water; delivered some rum and gin to be landed." Robert Campbell of Sydney reported that H.M.S. Porpoise received 800 gallons of rum and 150 of gin, of which 300 gallons was for the use of the ship while the officers sold the rest at a huge profit. The Log gives three pages, or 1,100 words, to the visit to Adventure Bay and Hobart and 1½ pages to Pitcairn Island where, on 6th February, 1808, Captain Folger found the children of the Bounty mutineers and Alexander Smith (John Adams). He describes the Pitcairners as "A very Humane and Hospitable people" and Smith as a worthy man.



Mr. Stackpole of Mystic has a letter from Folger to his owners, Boardman and Pope of Boston, written from Valparaiso on 8th September, 1808. In this he mentions that he had sent to Sydney for transmission bills received in Hobart and tells of the seizure of Topaz by the Spaniards at Juan Fernandez.

The Log book also contains:-

- (a) an account of the voyage of the Henry and Francis from Boston to Batavia, 1803-05 and
- (b) of the same vessel's voyage to Bremen, 1805.

These are of no Australian interest.

Transcripts - Mr. W. Ripley Nelson, vice-president of the Museum, said that the Museum would give every facility for these.

(7) Ship HOPE of New York, Reuben Bromley master, 1806-08  
Baker Library, Harvard School of Business Administration, Boston 63.

This appears to be the first known Log of a vessel engaged in the Fiji sandalwood trade. Fanning & Co. of New York sent out Hope to solve the mystery of the disappearance of Union, lost in the Fijis. The Log is well written and exceedingly clear; 109 pages cover the voyage from New York to Canton (29th August, 1806, to 15th November 1807) and 63 pages the run from Canton to New York (27th December, 1807 to 21st May, 1808), making 172 pages in all. Hope attempted to put into King George's Sound but met opposing winds and stood away for Port Jackson. Inserted at this point are extracts from the Journal of Tonquin of New York, recording her visit to the Sound on 7th and 8th October, 1808. At Port Jackson, reached on 16th March, 1807, Captain Bromley secured leave from Governor Bligh to land on Garden Island nine men sick of the scurvy. "Dr. O'Connor was to



attend them once a day. Hope sailed on 3rd April; next day a stowaway, James Pratt (20) was found in the hold. He said that he came on board in Benelong's canoe. Later a second stowaway was found. This was Thomas Watson aged 50, "brother of the pilot who took us out". He had lost his left hand.

On the way to Fiji Hope touched at Tongatabu; after the Log entry for 28th April, 1807, three pages (not counted in the 172 pages are inserted, giving Tonquin's Log, 7th to 11th December, 1808, and directions for entering Van Diemen's Roads. Hope took a Fijian chief Laboulyi, from Tonga to Fiji. Hope anchored in Sandalwood Bay, Fiji, on 31st March, 1807. Then follow 18 blank pages headed:- "Remarks on Board the Ship Hope, anchored off Sandy Hook." Captain Bromley was satisfied, from the reports of the natives, that Union overset in a squall near this point and was lost with all on board. On the way to Canton Bromley sighted an island which he took to be a new discovery and named Hope Island. It was perhaps Ponape (Carolines). On 25th April, 1808, Hope was stopped and plundered in the South Atlantic by the Spanish pirate Catalina, Juan Bermudez master, out of Havana. The last Log entry tells how Hope learned of the embargo on shipping imposed by President Jefferson on 28th December, 1807, "on account of some disturbance in Europe."

Transcripts - Mr. Robert T. Lovett, Curator of MSS. states that the Widener Library, Harvard can supply microfilms at 3 cents or photostats at 35 cents a page.

(8) FANNY, brig, of Portsmouth, New Hampshire, 1802-3.

Essex Institute, Salem; on loan to Peabody.

"Journal kept by Eliphalet Smith, master, for the use of the East India Marine Society of Salem." It contains 77 pages, plus a page of directions for entering Port Jackson and is headed:- "Voyage from Boston



to Port Jackson, Batavia, Tranquebar and the Isle of France." The Journal is in a fat volume provided by the Society which contains Logs of 10 voyages made between 1797 and 1806. Fanny sailed on 14th January 1802 and the entry for 30th May is:- "Got a pilot on board who took us to anchor in the noble harbour of Port Jackson, thank God, after a passage of 136 days." Fanny sailed from Sydney on 18th November and kept company with Baudin's vessels as far as King Island but Captain Smith says nothing of this, nor of the fact that he carried a letter from Baudin to the Governor of the Isle of France bespeaking a good reception for Matthew Flinders if he should touch at the Isle of France. On 30th November Captain Smith noted of the Kent Group:- "I find by observation that these islands are laid down 4 miles too far to the north by Flinders." In a letter dated:- At Sea, lat. 5-30S. Long. 102E., 25th January, 1803, and published in the New York and Salem Gazettes, Captain Smith claims that Fanny was the first American vessel to pass through Bass Straits and says:- "I flatter myself that from the observations I have made this passage, which has hitherto been impracticable at all seasons owing principally to the westerly winds which prevail in this latitude, will be rendered not only safe but expeditious and of considerable value to the mercantile world." The Log ends at the Isle of France.

ELIZA  
*Probably meant*

*Log Book*

This Journal of the Ship Eliza towards the East Indies,

William Richardson master, has lost the first few pages and begins on 27th July, 1805, when Eliza was in 28-5N. There are several gaps in the Journal. Eliza left Mauritius on 14th October, 1805; there is a break from 15th October to 27th October. Another break begins on 12th December when Eliza was in 37S., running up to Port Jackson and continues

*These heads are only because the log was not entered when in fact a log off 6 or 7 at 1805*



until 1st March 1806. This is just after Eliza had left Port Jackson though according to the Sydney shipping returns she did not clear till 3rd March. The Journal breaks off again on 25th June, when Eliza was nearing Palembang in Sumatra, resumes on 26th August and ends once for all on 7th September, when Eliza was not far from Canton. As it stands it contains 73 pages. Nothing is said of the letter from Merle, Cabot and Co. of Port Louis to Simeon Lord that Eliza brought to Sydney. Eliza called at Norfolk Island on the way from Sydney to Palembang. Eliza had a ship's dog; the entry for 30th July, 1805 reads:- "At 5 p.m. the dog fell overboard. Got a boat out immediately and saved his life." The Journal was kept by Philip Payn Pinel.

For transcripts see under (10).

(10) DIANA of New York, 1799-1802.

Essex Institute -

This is a borderline case since Diana, unlike the nine vessels already listed, did not actually put into any Australian harbour. She had been sealing at the Falkland Islands and Captain James McCall had intended to go to the Northwest Coast of America. Diana was so beaten about in trying to round the Horn that on 29th April, 1801, "with the unanimous voice of both my officers and people I determined to give up the design of proceeding to the Northwest Coast of America and to proceed direct to Proceed direct to Canton by the easterly passage." On 17th July, 1801, Diana sighted "the northwest point of New Holland." The entry for 20th July reads:- "At 3 p.m. being nigh the latitude of the southern end of Cloates Island (Pt. Cloates) wore ship with her head to the southward." On 22nd July Diana passed the position of the Tryall Rocks but nothing was seen of them.



The Log records that on 17th October, 1800, Hope of New Haven, Nathaniel Ray master, left the Falklands to seat at South Georgia, when Hope reached Sydney on 7th November, 1801, she carried 6,600 otter skins. It is clear that these must have been obtained at Tierra del Fuego or Patagonia. Diana's Log contains 207 pages.

Transcripts - all the Logs in the Essex Institute may eventually go to the Peabody Museum, which is essentially a marine museum. Meanwhile some, including that of Fanny, are on loan to the Peabody Paul Blanchette, curator of MSS. at the Essex, stated that the Institute uses Contoura prints but as their machine will not take a full page he suggested that transcripts of e.g. the Diana Log, should be made at the Salem Court House which would provide a photostat, negative included, for 35 cents a page. Ernest S. Dodge, Director of the Peabody, said that the Museum would gladly co-operate in making transcripts.

ROBERT MURRAY'S BRITANNIA JOURNAL.

Peabody Museum, Salem.

This is really three Journals in one. They are:-

- (1) Journal kept by Murray on BRITANNIA of London, William Raven R.N. master, from 16th February, 1792, to 3rd June, 1795;
- (2) Murray's ENDEAVOUR Journal from 4th June, 1795 to 24th November, 1795. This includes Murray's experiences in charge of a gang of Lascars sent to the Hawkesbury River to cut timber for the East Indiaman Endeavour, Captain Bampton, the voyage from Port Jackson to Dusky Sound, New Zealand and Murray's stay at Dusky after the beaching of Endeavour;
- (3) Journal of a voyage as master of schooner PROVIDENCE from Dusky Sound towards Batavia. This ends, apparently for lack of paper, on 17th April, 1796, when Providence was off the coast of Celebes. The



whole work runs to 276 pages and contains more than 100,000 words.

Attached to the Journal is a letter, undated, from Robert McNab, the historian of early New Zealand, to G.S. Dow, secretary of the Essex Institute, which then held the M.S. McNab wrote:- "The discovery of the Log in your Institute is the biggest event in New Zealand history for many a long day and it clears up gaps in our history that had been more written about than any other early event". McNab published in his Murihuku the parts of the Journal referring to New Zealand. The Journal is perhaps of even greater importance for early Australian history. Apart from its value for sea history it has valuable material about the period of military government under Grose and Paterson.

For transcripts see under (10).

#### SHIP PAPERS.

Ships papers examined were:-

- (1) Ship JOHN JAY of Providence R.I., 1800-1801.

John Carter Brown Library.

There are 13 letters and documents about the voyage of John Jay, 464 tons, amongst the Brown and Ives papers. They include four pages of instructions to Captain Benjamin G. Dexter who was told to "go round New Holland and Norfolk Island" and to call at Port Jackson. There are two pages of accounts at Sydney, dated 9th October, 1800, and a note of sales and disbursements at Sydney.

- (2) ARTHUR of Providence, 1802-3.

J.C.B. Library.

There are 21 documents on the Arthur. The instructions given by Brown and Ives to Captain Scott Jenkes for the "voyage to New South Wales and China" tell him to sell to the N.S.W. Government if possible, taking bills on London. Writing from Whampoa, China, on 26th November, 1802, Captain Jenks mentions the sale of N.S.W. bills to Paiquoa at Canton



for 5/11d to the dollar. Jenkes had a form of certificate headed: "We, the Subscribers, Merchants in New South Wales." There are six statements giving details of dealings at Sydney.

(3) ELIZA, brig, of Providence, 1807-08.

J.S.B. Library.

These papers include 32 letters and documents, from which the tragic career of Eliza and of her master, Ebenezer Hill Corry, can be reconstructed in some detail. The 5½ pages of instructions from Brown and Ives give the main purpose of the visit to Sydney as the collection of protested bills, taken by Captain Jenkes in 1802 and drawn on Cox and Greenwood of London. In a letter from Sydney, dated 14th April, 1808, Captain Corry states that the failure of William Cox made it hard to do anything about the bills. Corry tells of the events that followed Eliza's departure from Port Jackson in a 21 page letter from Manila, dated 28th September, 1808. His 8 page Protest, with an account of what happened after the wreck of Eliza in Fiji, is dated at Manila, 4th April, 1809. Corry also made an 11 page Protest in Spanish and a 10 page Statement, also in Spanish, about the accusation that he had piloted the British fleet up the River Plate in 1807. In this he also deals with the loss of his ship's papers in the wreck. Captain Corry was taken off Jenny of Boston (see No.4 below) by the Spaniards at Guam and arrested. An inventory, in Spanish, of the contents of the boxes of money, papers and goods from Eliza taken on board a Spanish frigate covers 25 pages. Brown and Ives secured a certificate, dated London, 7th August, 1810, from Lieut-Colonel Sir Henry Torrens setting out that Captain Corry had piloted the British fleet "not voluntarily".

There are letters about the estate of Captain Corry who died at



Manila after being released and made master of the Schooner Mosca, plying between Manila and Acapulco.

For transcripts see (1).

(4) JENNY of Boston, 1807-08.

Peabody Museum, Salem.

This is the printed report of the proceedings before the Admiralty Appeal Court in London. It consists of  $42\frac{1}{2}$  pages, made up as follows:-

(a) - Report of the hearing before the Lords Commissioners of Appeal in Prize Cases, 7 pages. This notes that when Jenny was seized by H.M.S. Dover off Canton she had on board bills of exchange drawn at Sydney and Hobart to the value of more than £2,000. One was a bill for £172.13.11, drawn by Captain Edward Abbott on Cox and Greenwood, London, which seems to have been the payment for the pipe of brandy taken from Jenny on 26th January, 1808, to celebrate the fall of Governor Bligh;

(b) - respondents' case,  $4\frac{1}{2}$  pages.

(c) - report of proceedings before the Vice-Admiralty Court, Calcutta, in 1809, 31 pages. This includes extracts from Jenny's Log, the instructions from the owners, John Dorr and Sons of Boston about doing business at Port Jackson and a letter from Captain William Forr jun., written at Sandalwood Bay, Fiji, which tells something of the story of Captain Corry (see Eliza, no.3). The reports show that the Calcutta Court declared Jenny and her cargo a good and lawful prize and that the Appeal Court reversed this decision.

(5) FAVOURITE of Nantucket, 1804-07.

Nantucket Whaling Museum.

A collection of 29 pages of documents about Favourite, Jonathan Paddock master which, "sailed for the South Seas, sealing,



October 1804; returned home October, 1807." An extract from the Ship Favourite's Journal states that she landed 87,080 sealskins at Canton in January, 1807. These apparently include the skins that Union of New York left with Simeon Lord in Sydney and those collected by Union's sealing gang on the Penantipodes. There are accounts and notes of advance payments made in Sydney by Daniel Whitney, supercargo and part owner of Favourite. There are also documents about the lawsuit that followed Favourite's return.

For transcripts see Ships (6).

(6) ANN and HOPE, of Providence, 1798-99 (see Ships 1).

J.C.B. Library.

These papers include 10 pages of instructions to Captain Benjamin Page and 10 to Samuel Snow, the supercargo. There are accounts of disbursements at Botany Bay totalling 344 dollars, including 16 dollars 25 cents to a blacksmith. There are 9 documents in all, not including masses of irrelevant material about cargo at Canton and other matters.

For transcripts see Ships (1).

#### PACIFIC NOTES.

Notes on American voyages to Australia between 1792 and 1812 are to be found in the collections of the Pacific Project. This gives typescripts, in 17 volumes, of accounts of and references to American activities in the Pacific, 1790-1870, mostly taken from contemporary newspapers. There is a set in the Peabody Museum, Salem. The project was apparently inspired by the U.S. State Department but the Department's own set has been lost.

These are a few of the references:-

(a) - Boston Independent Chronicle, 9th July, 1795 -



"Captain Page in Halcyon (of Providence R.I.), exploring a passage from Botany Bay to China, discovered a spice island in the neighbourhood of New Guinea, which he took possession of in the name of the United States of America".

Also in Connecticut Gazette of 16th July, 1795.

(b) Salem Gazette, 5th November, 1802 -

Records the arrival at New York on 28th October of Hope of New Haven, Captain Ray (see under Ships (10)). She had sailed in 1799, spent six months at the Falklands and three at South Georgia. She gave up the attempt to round Cape Horn after beating about for 60 days. She then put into Port Desire (Patagonia). From that place she went to the River Plate where she spent three months and dried her skins. She then went round New Holland and touched at Port Jackson on her way to Canton. Captain Ray reported the discovery of two islands on the voyage from Sydney to Canton. Had he had good boats he would have landed to make further discoveries.

(c) Boston Columbian Centinel, 28th June, 1806 -

A letter from Canton dated 6th January, 1806, records the arrival of a Nantucket vessel from the Friendly Islands (Fiji) with 3,000 piculs of sandalwood bought for 1500 dollars and sold at 27 dollars a picul, fetching 78,000 (? 81,000) dollars.

Note - This is obviously the Criterion, Peter Chase, master, which brought from Canton a cargo of China goods for Simeon Lord, which Governor King sent away.

(d) Providence Gazette, as quoted in the Salem Register, 6th Sept. 1804:-

"By Samuel Snow, Esq., who arrived last week at Boston, in the ship Patterson, Captain Aborn, we are favoured with a file of papers printed at Sydney (New Holland).



(e) Salem Gazette, 16th September, 1806 -

Quotes from the Sydney Gazette of 28th October, 1805, the statement of Elizabeth Morey, who had left Capetown on the Portland, about the taking of the ship by the Tongans in June, 1802. Earlier references to the Portland show that she was a Boston vessel. She had called at Norfolk Island before reaching Tonga and was bound to Lima.

#### FIJIAN SANDALWOOD TRADE

Survivors from the wreck of the American schooner Argo, lost in Fiji while on a voyage from China to Sydney, first made known outside the existence of sandalwood in Fiji. The schooner Marcia sailed from Sydney in September, 1804, and secured 15 tons of sandalwood. Fair American of Manila left Port Jackson for Fiji on 7th November, 1804. Union of New York had sailed from Sydney for Fiji on 29th August, 1804, but came to a bad end (see under Hope, Ships). Criterion cleared for Fiji on 27th May, 1805. Other American vessels that touched at Australian harbours and went on to Fiji were Hope of New York (q.v.), Tonquin of New York (see under Hope), Active of Salem, 1811 and Brutus of Boston, 1811 (called at Launceston and Hobart).

After 1812 Salem vessels were very active in the Fiji trade, in which other American vessels shared. These vessels did not usually call at Australian ports.

There are many references to Fiji in the Pacific Project Papers (see above). The earliest is from the Albany (N.Y.) Sentinel of 29th August, 1797. This gives an account of the visit to the Fijis in April, 1794, of Arthur, Captain Henry Barber, while on a voyage from Sydney to the Northwest Coast of America. This is more detailed and picturesque than the account given in Cooke's Universal Geography (1810).



Fijian material in the Peabody Museum, Salem, includes:-

(1) Brig Roscoe of Salem, 1822 - 23.

Journal of a Passage from Salem towards the Pacific Ocean on the Brig Roscoe of Salem, Benjamin Vandeford, master, from 30th September, 1822 to 16th September, 1823. It contains 232 pages; some leaves are torn or foxed but it has not been seriously damaged. Roscoe was in harbour at "Myamboor" Bay, Fiji, from 7th April to 22nd July, 1823. The Journal was kept for the whole of this period; it gives complete details of every pound of sandalwood taken on board. Roscoe landed her sandalwood at Manila and returned to Salem by way of the Canary Islands and Hamburg.

(2) - GLIDE of Salem, 1829-30.

Narrative of William Endicott, third mate. Glide sailed from Salem 21st May, 1829. She traded for bech-de-mer and tortoise shell, as well as Sandalwood. Endicott mentions the brig Quill and the ship Clay, both of Salem, as being in Fiji. Glide discharged her cargo at Manila.

(3) - GLIDE, 2nd Voyage, 1830-31.

Letter from Henry Fowler, linguist on Glide, about her wreck in the Fijis, 22nd March, 1831; two pages. More detailed accounts by Fowler, including a description of a battle at Mudwater (Mathuata); 24 pages. Account of a cannibal feast at Bunarra, Fiji, by Fowler in the Danvers (Mass.) Courier of 16th August, 1843; 3½ pages of fine print.

MUTINY AND FENIAN RESCUE.

New Bedford has two Logs of later Australian interest. These are:-

(1) - JUNIOR, whaleship, of New Bedford, 1857-58.

New Bedford Public Library.



Junior sailed from New Bedford on 21st July, 1857. On the night of Christmas Day, 1857, some of the seamen, led by Cyrus Plummer, or Plumer, killed the captain and third mate and wounded the 1st and 2nd mates. The Log contains 33 pages, with the last entry on 25th December. Then comes a note:- "The testimony on the page opposite was written by Wm. Herbert, one of the gang who took the ship, the morning they started from the ship, 4th January, 1858." The "testimony" gives an account of the mutiny and declares that only five men, of whom Herbert was one, had any part in it. Of the five men, three made their mark. All the names are in the same handwriting, presumably Herbert's. After the "testimony" follow entries describing how Nelson Provost, the first mate, took the Junior into Sydney, reached on 10th November.

Ten men, in two boats, left the ship on 4th January and landed near Cape Howe. Plumer, Herbert, Cartha and Stanley were later arrested, sent to America, tried and condemned, to terms of imprisonment. The Library has cuttings and documents on their later story.

Transcripts - Mr. Lawrence Hill, librarian, has a microfilm of the Log. He will gladly supply a copy.

(2) - CATALPA, of New Bedford, 1875-76.

New Bedford Whaling Museum -

Catalpa, George W. Anthony master, sailed from New Bedford on 29th April, 1875, on a whaling voyage; her real mission was to rescue six Fenians who had been transported to Western Australia. The Log has 163 pages, plus a list of the crew. Catalpa anchored off Bunbury W.A. on 29th March, 1876. The six Fenians came on board on 19th April. The account of the actual rescue and of Captain Anthony's defiance of the W.A. steamer Georgette occupies two pages, or about 800 words.



A work entitled:- "The Catalpa Expedition" by Z.W. Pease was issued in New Bedford in 1877, with Captain Anthony as the publisher. It has been reprinted.

Transcripts - Frederick W. Taber, president of the Whaling Museum, said that he would welcome the making of logs or microfilms. Probably the Library, which has microfilmed almost all its own Logs, could do the work, if desired.

#### HEARD ISLAND.

According to a work published in 1929 by the New London County Historical Society the first man to set foot on Heard Island was probably Captain Erasmus Darwin Rogers of Corinthian of New London. He visited the island during a cruise that lasted from 18th August, 1853, to 9th June, 1856. He reported to his employers, Perkins and Smith of New London who sent the barque Laurens, Captain Franklin F. Smith to join Rogers at the island. The two captains explored the island and made a map of it. Captain Henry Rogers and 25 men wintered there in 1857.

(1) - Eliza Jane, schooner of Nantucket, 1857-59.

In hands of Mrs. Ethel E. Mackiernan, attorney at law, Boston.

Eliza Jane, commanded by William . Swain, reached Kerguelen Land on 5th December, 1857, and sailed for Heard Island 14th January, 1858. After shuttling to and fro she finally left Heard Island for Nantucket, via Capetown, on 20th December, 1858. Mrs. Sarah Swain Phillips of Nantucket showed me the Log in 1948 and I took notes of it. It came into the hands of Mrs. Ethel Mackiernan as executrix of Mrs. Phillips' estate. I saw Mrs. Mackiernan both in Nantucket and in Boston; she had recently returned from Europe and could not lay her hands on the Log.



She declined to put any price upon it when talking to me. She mentioned \$500 to Mr. E. A. Stackpole of Mystic Seaport; he told her that the figure was wildly exaggerated. It might be worth \$150. Mrs. Mackiernan's office address is:- Rooms 647-48; 18 Tremont St, Boston, Mass.

(2) - LOGS at Mystic.

Mystic Seaport has 16 Logs of vessels that visited Kerguelen and Heard Island. Of these 15 are New London vessels and the dates of the voyages range from 1862 to 1885. The 16th was the Charles W. Morgan of New Bedford (1916-17).

(3) - Pacific Project papers, Peabody Museum, Salem.

These have 37 references to Heard Island. Three record wrecks; most of the others give catches of sealskins and oil. The persons engaged on the Project seems to have imagined that Heard Island (often spelt Hurd) was in the Pacific.

LATER WHALING LOGS.

Logs and Journals of American whaling vessels that visited Australasian waters from 1830 to 1865 are to be had in great numbers in public collections in New Bedford, Nantucket, Salem, Mystic and other places and there are many in the hands of private collectors. Paul Nicholson of Providence R.I. has 300, mostly of whalers. Mr. Nicholson had had a stroke of paralysis and it was not possible to see his collection. He is said to plan to place them in a museum at the offices of the Nicholson File Company.

Nantucket Whaling Museum has the Log of Mary Mitchell of Nantucket, 1835-38, which has much to say of New Zealand and many other



Logs of Australasian interest. Whaling logs in the Peabody Museum include that of Elizabeth of Salem, which gives a map of the Fiji Islands obtained from Captain Gibbs of George Washington; of two voyages (1836-9) of the barge Roscoe of New Bedford; of Bowditch of Bristol R.I. (1836-38); of Emerald (1840-41) and of Elizabeth from November 1836 to 1840. The Peabody has also a typescript of the "Log of Hope of New Bedford on a Voyage from Sydney N.S.W. to cruize for whales in the Pacific Ocean or Whereever the Master Likes to Go." Hope left Port Jackson on 10th July, 1864, and was lost on Bampton Shoals on 17th October. On 31st October a Sydney whaler, Sporting Lass, was wrecked on the Shoals. The crews of both vessels took to the boats. The Journal ends with the sighting of Cape Moreton Light. The Log is in the hands of W. Breckinridge Long of Washington D.C.

When the whaler Independence II returned to Nantucket in July, 1822, she brought back some tattooed Maori heads. Two letters in the Warren Collection in the library of the Massachusetts Historical Society refer to these. They were written by Benjamin Rotch of New Bedford who bought one of the heads for Dr. J. C. Warren of Boston for \$60. He said that much higher prices, running as high as 150\$, were asked for these heads.

#### MERCHANTMEN'S LOGS.

American trade with Sydney was resumed, after the war of 1812-14, in 1816. The American schooner The Traveller arrived in Port Jackson on 19th February with cargo from Canton. Many Logs are available of vessels of a somewhat later period. The Essex Institute, Salem, has 16 Logs and Journals of vessels running to Australia between 1834 and 1855. These are:-



(1) Three voyages of the ship Australian, 1849-55; (2) Six Logs of the ship Black Warrior to Australia or between Australia and New Zealand, 1834-36; (3) Two logs of the ship Eliza Ann to Sydney and Hobart, 1845-6; (4) Five Logs of the barque Eliza Ann, 1846-8 and 1855.

PUBLICATION PROPOSAL

Mr. Walter Muir Whitehill, Director and Librarian of the Boston Athenaeum and one of the editors of The American Neptune, renewed the suggestion for a volume based on the records. He said that if there were a moderate measure of support from Australia the Peabody Museum could publish the volume. The Museum is about to issue the John B. Williams Journals, relying on some support from New Zealand.

Thomas Dunbabin

Ottawa,

October, 1955



COPYING PROJECT

Material in United States Recommended  
for copying by Mr. T. Durabin

<u>Title</u>	<u>Pages</u>	<u>Location</u>	<u>Copying Facilities</u>
1. Papers of the ship <u>Ann &amp; Hope</u> of Providence, R.I. comprising:			
(a) Log kept by first mate Christopher Bentley, 1798 when the <u>Ann &amp; Hope</u> put into Botany Bay.	32p.	John Carter Brown Library	Photostats at 35 cents a page.
(b) Log of the <u>Ann &amp; Hope</u> , 1799 with Bentley as captain. Sighted Tasmania but did not touch anywhere in Australia.	180p.	"	"
(c) Journal, 17 June 1798 to 13 June 1799. Kept by Benjamin Page, son of the Captain. Refers to the visit to Sydney of ships' officers.	157p.	"	"
(d) Journal kept by Dr. Carter, surgeon. Describes visit to Sydney.	182p.	Rhode Is. Historical Society.	Microfilm could be made at Brown University.
(Note: Ann & Hope Journals are being worked on by Prof. R. J. Kenney of Brown University with a view to publication)			
2. Journal of ship <u>Patterson</u> of Providence, 1803-4. Includes lively account of Sydney.	125p.	"	"
3. Journal of ship <u>Asia</u> of Nantucket, touched at Shark's Bay, 25 April to 4 May, 1792.	183p.	Mystic Seaport	Microfilm could be supplied for 10 dollars.
4. Log of ship <u>Rose</u> of Nantucket. Entered Port Jackson 29 Jan. 1804, sailed 4 Feb.	199p.	Robert Caldwell, Island Service Co., Nantucket	Photostats will be available.
5. Log of ship <u>Hannah &amp; Eliza</u> . In Australian waters from 19 April to 24 May 1805 and 23 October to 20 November, 1805.	184p.	Nantucket Whaling Museum.	Copying can be arranged.
6. Log of ship <u>Tonga</u> . In Australian waters October 1807.	132p.	"	"
7. Log of ship <u>Hope</u> , of New York. Engaged in Sandalwood trade 1806-8.	172p.	Baker Library (Harvard School of Business Administration)	Microfilm at 5 cents or photostats at 35 cents a page.
8. Journal of ship <u>Fanny</u> . Entered Port Jackson 30th May 1802 - sailed 18th November 1802.	77p.	Essex Institute but temporarily on loan to Pea- body Museum.	Photostats available at 35 cents a page.
9. Journal of ship <u>Eliza</u> . In Port Jackson Jan-Feb, 1806.	73p.	Peabody Museum.	"



<u>Title</u>	<u>Pages</u>	<u>Location</u>	<u>Copying Facilities</u>
10. Log book of ship <u>Miana</u> , New York. Engaged in sealing at Falkland Island. Sighted Australian coast only.	207p.	Essex Institute	Photostats available at 35 cents a page.
11. Journals of Robert Murray, comprising <u>Britannia</u> Journal, 16 Feb., 1792 to 3 June, 1795.  <u>Endeavour</u> Journal, 4 June to 23 Nov., 1795 on voyage from Port Jackson to Dusky Sound, N.Z.  <u>Providence</u> Journal, Dusky Sound to Batavia, 1796.	176p.	Peabody Museum	"
12. Ship's papers of the <u>John Ray</u> , Providence 1800-01. Includes accounts etc. relating to Sydney.	13 letters & documents	John Carter Brown Library.	"
13. Ship's papers of the <u>Arthur</u> , Providence, 1802-3. Includes instructions for trading at Sydney.	21 documents.	"	"
14. Ship's papers of the <u>Edin</u> , Providence, 1807-8. Includes instructions for trading at Sydney.	32 letters & documents	"	"
15. Ship's papers of the <u>Jessy</u> , Boston, 1807-8. Proceedings before Admiralty Court, in London.	12p.	Peabody Museum	"
16. Ship's papers of the <u>Favourite</u> , Nantucket, 1804-07. Includes instructions re cargo of seal skins and other matters re trade at Sydney.	29p.	Nantucket Whaling Museum.	Copying can be arranged.
17. Notes on American voyages to Australia between 1792 and 1812 to be found in collections of the <u>Pacific Project</u> , typescript in 17 volumes, undertaken by U.S. State Department, no copy in the Department, but one in Peabody Museum.			
18. <u>Fijian material</u> : Journal of brig. <u>Roscoe</u> , Salem, 1822-23. Engaged in sandalwood trade, at Fiji, 7 April to 22nd July, 1823.	252p.	Peabody Museum	Photostat available at 35 cents a page.
19. <u>Fijian material</u> : Narrative of William Elliott, of the <u>Glide</u> , 1829-30. Trading in beche de mer, tortoise shell and sandalwood at Fiji.		"	"
20. <u>Fijian material</u> : Papers relating to <u>Glide</u> 1830-31.	30p.	"	"
21. Log of ship <u>Junior</u> , New Bedford, 1857-8. At Sydney, Nov-Dec. 1857.	53p.	New Bedford Pub. Lib.	Microfilm would be available.



<u>Title</u>	<u>Pages</u>	<u>Location</u>	<u>Copying Facilities</u>
22. Log of ship <u>Catalpa</u> , New Bedford, 1875-6. Called at Dunbury where 6 Fenians came aboard. Account of subsequent events.	165r.	New Bedford Whaling Museum	Microfilm would be available.
23. Mystic Seaport has 16 logs of vessels which visited Kerguelan and Heard Islands, 1862-1885.			

Mr. Dunbabin refers to numerous other logs of whaling vessels in Australian waters during the period 1830 to 1865. He says they are to be had in great numbers in the public collections in New Bedford, Nantucket, Salem, Mystic, etc.

Mr. Dunbabin adds that the Peabody Museum, might, if support were forthcoming from Australia, publish a volume based on these records.



EARLY TRADE

SHIPS' LOGS AND JOURNALS

LISTS OF



EARLY TRADE

SHIPS' LOGS AND JOURNALS

ABSTRACTS FROM



WHALER "CYRUS", 1804-6. NICHOLSON WHALING COLLECTION - PROVIDENCE PUBLIC LIBRARY

721 Whale Fishery. Log-book of Capt. Paul West, Master of the ship "Cyrus".  
1804-1806. 244pp, folio, original parchment binding.

About half of the volume treats on "Whaling on the Coast of Chili," "Whaling on the Coast of Peru," and the Galapagos Islands; other records are of voyages to the Falkland Islands, New Islands, St Helena, etc.

The Journal is followed by: "Account of Whales killed and taken on the Cyrus, 1804-1806," and "Abstract of Vessels spoken of ~~on board~~ or heard by Paul West, 1804-1806". Of the 126 vessels 47 belonged to Nantucket, 17 to New Bedford; others to New York, Sag Harbour, New London, New Haven, Boston, Beverly, and English ports.

Capt. West, then a resident of Dorchester, Mass., inscribes on front cover:

"... November 19th, 1848 I lent to Capt. Paul McKenzie of New Bedford all four of Journals to the Pacific Ocean to be returned on or before the end of the present year. Paul West."

On the fly-leaf Capt. McKenzie has written: "Copied for Lieut. Maury by Daniel McKenzie."

McKenzie apparently made extracts only of latitudes and other technical features, for use in the authoritative treatises on sailing by Lieut. Matthew F. Maury, U.S.N.

His Journal abounds in interesting incidents of his voyages, and observations upon places, people, etc.

.....

All off Peru or Chili except visit to Galapagos Islands.

Worth copying: Account of whales killed ..... 1 p.

Abstract of vessels spoken of or heard by P. West during the voyage in the Cyrus, 1804-6 ..... 6pp.

Solomon Coffin was mate.

.....

*This was an English whale?*



Ref. Dunbabin's article in the Essex Institute Collections, p.308.

From the Eliza's log in the Peabody Museum <sup>M</sup> 656 it is evident that  
1805E  
on leaving Port Jackson on 3.3.1806 she went to Norfolk Island, where  
she stayed from 21.3.1806 to 2.4.1806 and then sailed, in company with  
the ship Vulture, to Sumatra, without sighting New Zealand or Fiji.  
She sighted New Caledonia on 9.4.1806.

I.e. the Eliza did not start the sandalwood trade.

.....

*The ... (study ...)*



- 23.11.06 Benjamin Wallis convicted of broaching rum in the hold.
- 17.2.07 Discovers Sail Rock in  $34^{\circ}59'S$  and  $116^{\circ}20'E$ , by Cape Chatham (New Holland). Cape Howe mentioned next day. Mentions voyages in his possession on board were Cook, Vancouver and Turnbull.
- Squared off for Van Dieman's Land.
- 5.3.07 Van Dieman's Land sighted. Scurvy on board.
- 17.3.07 Port Jackson.
- 23.4.07 Boarding nettings being tied. Cannonades got ready on the Quarter Deck per (?) stern chasers. Armourers preparing supports for swivels on rails forward.
- 27.4.07 At Tongatapu. Left 1.5.07 in company with King George (Capt. Akin) also for Fiji.
- 7.5.07 Turtle Island.
- 15.5.07 Honghare lili and Hongheri levu - 2 small islands. Falongea. Many other Lau Islands seen.
- (Fiji proceedings not entered)
- 3.10.07 "Land was discovered from the masthead appearing like 2 Islands (which after approaching nearer seemed to be one Island attached together with low land) ..... this Island not being mentioned in any Charts of the Eastern Seas in my possession I therefore think it new discovery and have named it Hopes Island, the body of which lies in  $5^{\circ}15'N$  and long  $165^{\circ}17'$  East of London." \*

.....

\* This was Kusaie (already discovered)



Hill, Samuel. "Journal and log of two voyages. The Ophelia, 1815-1817. The Packet, 1817-1822." New York Public Library MS.

- Vessel owned by the Hon, Israel .....
- [41] Juan Fernandez. 1000 worth of goods for the South American market.
- [46] List of ships at Valparaiso. was then to load copper or any other articles.
- [49] The Indefatigable. .. and to proceed there without stopping at any place.
- [73-83] Galapagos Islands. a cargo of tea or other suitable commodity and.
- [84-96] Sandwich Islands.
- [102-107] Hopper, Deliverance, Arscades, Bougainville. [Hopper is Abemama].
- [108-113] New Britain, New Ireland, York, Admiralty. 1816.
- [115] Maty and Duroure. Enterprise, Coffin, of Philadelphia, Oct 18 1815.
- [140-142] Transactions at Macao. on the coast of Brazil, at Madagascar, the
- Isle of France, New Holland, New Zealand, Juan Fernandez and other Islands.
- Charts and navigational books carried were English.

Islands called by the Spaniards Los Jardines said to bear from Agrigan N.E. 150 miles ... 20°26'N; 148°12'E.

Massachusetts Island said to have been discovered by Capt. McNeal in the O'Cain on 16.1.1815 is in 28°26'N; 176°36'W.

Captain Bain is said to have seen Los Jardines in 21°00'N; 152°00'E.

Halcyon Island I know not on what authority is said to be in 16°30'N; 151°, or where Capt. Lewis of the Panther of Boston thought that he saw land in 1817. 19°23'; 165°33'E.

[225] See also excerpts under Sandalwood: Marquesas in File 17.; and under Gilbert Islands 1816 in File 1.

[225] Arrived at ... October, 1817. American ship Sultan, Alexander ... from the Marquesas Islands. April, 1818, the Sultan sailed for Canton via the Sandwich Islands.

[227] American ship Packet of Boston, Hills, sailed for Canton with ...

From ... the Packet was ... the Hawaiian Islands and log of ...



Hill, Samuel. ~~Voyage/and~~ Journal and log of the Packet 1817-1822."

.....

Vessel owned by the Hon. Israel Thorndike and sent in charge of Captain Samuel Hill with \$170,000 worth of goods for the South American market (ship being worth \$25,000). He was then to load copper or any other article suitable for the China market and to proceed there without stopping en route. In Canton he was to procure a cargo of tea or other suitable commodity and return to the U.S.

List of shipping arrived at Valparaiso 1.2.1817-1.9.1818.

8.7.1817. American ship Enterprise, Coffin, of Philadelphia, out 18 months on a sealing voyage, and having been on the coast of Brazil, at Madagascar, the Isle of France, New Holland, New Zealand, Juan Fernandez and other islands, had collected from 1000 to 12000 seal skins.

✓ [220]. 26.2.1818. American ~~ship~~ ship Indus, Vanderford, of and from Salem, with axes, hatchets, beads, looking glasses, knives, whales teeth, muskets and musket balls, &c., bound to the Marquesas Islands, put in for repairs being leaky.

[222] 31.7.1818. British ship Hercules, Henderson, 126 days from Calcutta with rice goods, sugar &c.

✓ [223] Departures 28.4.1818. American ship Indus, Vanderford, for the Marquesas Islands.

✓ [225] Arrived at Coquimbo. October, 1817. American ship Sultan, Reynolds, from the Marquesas Islands. April, 1818, the Sultan sailed for Canton via the Sandwich Islands.

[227] American ship Packet of Boston, Hills, sails for Canton with specie.

From Coquimbo the Packet went straight to the Hawaiian Islands and lay off



Honolulu Harbour from 27.10.1818-7.11.1818.

✓ [242] Here she met the ship Borneo of Boston, Clark, just arrived from the Marquesas, with about 40 tons of sandal wood, and also with outward cargo for the N.W. Coast, whence he is bound very soon.

✓ Also the ship Sultan of Boston, Reynolds, late from the Marquesas, with sandalwood, bound on to Canton very soon.

At the Hawaiian Islands pigs and vegetables were scarce and dear. Sandalwood in plenty at a nominal price of 10 dollars per picul of 133 lbs.

Samuel Prince Jr. of Boston was residing there as agent for William H. Davis.

Left Hawaii for Canton, via Agrigan. Passed over positions assigned to the Desiertos or Desert Islands and Los Jardines, said to be 12 in number. Hill

believes however that Desert Island does exist in  $20^{\circ} 20'$  to  $20^{\circ} 30'$  N.;  $189^{\circ}$  ~~30'~~ ~~W~~ ~~E~~

$30'$  W or  $170^{\circ} 30'$  E; and the Jardines in  $19^{\circ} 20'$  N. and  $147^{\circ} 00'$  E.

✓ [260] Prices in Canton 1819

Sandalwood Sandwich Island and Marquesas	Pecul	4 to 5 dollars	3.50 pecul
do best quality large and fair	"	10 to 12 "	

[292] Sights what he believes to be the Los Jardines in  $22^{\circ} 00' N$ ;  $149^{\circ} 03' 30'' E$ .

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From: Hill, Samuel. "Journal and log of two voyages. The Ophelia, 1815-1817. The Packet, 1817-1822." New York Public Library MS.

.....



Brig Roscoe of Salem.

- 7.2.1822: arr. Dominica, Resolution Bay - a number of natives on board but brought nothing to dispose of.
- 8: bought a few hogs and some vegetables from natives.
- 9: bought a small quantity of sandalwood, some hogs and vegetables.
- 10: sailed for Ingrahan Island.
- 11: arr. there, found four English whaling ships (of London) there (Captains Littsfield, Brown, Clark and Lock.
- 12: bought a small lot of sandalwood, some hogs and vegetables.
- 14: Mr Ross, an American, had resided at those islands and came on board in the capacity of trading officer; also two natives joined the brig.
- 20: lat.  $17^{\circ}03'$  S.  
(log from 20-26th missing but the brig was evidently at Tahiti).
- 27: natives from Marquesas went ashore. Dep. for Samoa.
- 21.3.22: Oloasinga SSE; Leone WSW. A number of natives on board; brisk trade for mats, tapers (?) and sinnett.
- 22: number of natives on board - brig lying off and on - selling mats, tapers (does he mean "tapa"?) and sinnett for beads.  
Leone Island - natives all out of the ship.  
Later - Olosinga SSE - number of natives on board trading.
- 23: natives on board with hogs, fowls and vegetables for sale. Dep.
- 25: W point of Patosi (?) NE by N.  
E part of Nuahtabootaboo ESE.  
Some natives on board and a coloured man that formerly belonged to the Port au Prince - bought a few hogs and some vegetables.
- 26: two native chiefs on board and a number alongside trading - bought yams and some hogs.
- 27: these are called Boscawens Islands  $\frac{1}{4}$  Patofi (Patosi?) lat.  $15^{\circ}56'S$ ,  $174^{\circ}10'W$ .
- 28: dep. Arr. Fiji April 5, 1822.



Brig "Roscoe" of Salem.

In Fiji engaged in sandalwood trade; also beche-de-mer.

Dep. Fiji July 25, 1822.

Thence New Hebrides, New Guinea, Manila, Batavia and Hamburg.

Dep. Fiji July 25, 1822.

July 31: at Sandwich Island, New Hebrides. Natives shooting arrows when captain went ashore.

August 1: Apee Island.

No trade in the New Hebrides.

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SHIPS LOGS

Providence Public Library, July 5, 1966.

1. Ship Herald; July 29, 1849

a. Byrons Island, July 30, 1849. The Byrons Island natives come on board to trade for hats and coconuts. "Mr. Thomson went on shore for a boat load of hogs and coconuts. Came on board and demanded his discharge. The Captain saw fit to let him go."

b. Hope Island; August 20; "Under the ~~lex~~<sup>e</sup> of Hope Island the steerer demanded his discharge. Captain saw fit to let him go. He pretended to be sick. Took two natives on board, " and left the island. (This reference to Hope Island must be to an ~~island of a different name~~<sup>Arvae</sup> because the latitude is given as 33<sup>2</sup>' south and 177<sup>9</sup>/30' east which would place it in the ~~Marshall~~<sup>Gilbert</sup> Islands.)

c. Pleasant Island; September 11. The natives come on board and they get two pigs there.

d. Strongs Island, October 24; ~~and~~ seven more ship are lying off shore.

2. Ship Montano of Nantucket, March 8, 1831.

a. Kingsmills Island: At one of the southernmost Kingsmills Islands (the latitude is given as 1°39' south, the longitude at 175° 30' east.) On March 9, five canoes come along side. "The natives brought off a few coconuts and spears." On March 26, " at 6 a.m. saw an island bearing north 12 miles distance." The latitude given on March 25, is 15' south, longitude as 171°40' east, and on the next day after <sup>the</sup> sighting on March 26, the latitude is given as 13' south, and the longitude 172° 33' east.



3. Bark Java of New Bedford, January 3, 1867
  - a. Byrons Island; January 4. In the Kingsmills group. "Took two natives from there named Peter and Thomas."
  - b. Peru Island, "Several canoes came on board."
  - c. Clarks Island, January 7, 1867. "Several canoes came on board with trade."
4. Ship Courier: The Journal of the ship Courier kept by Edward Harding from New Bedford on a whaling voyage commencing June 8, 1838.
  - a. McAskills, March 4, 1841: "At 10 a.m. made McAskills." "Saw two ships about the same time." There is also here a pen and ink sketch of McAskills which he gives as latitude  $6^{\circ}6'$ , longitude  $160^{\circ}51'$ .
  - b. Wellingtons Island, March 5, 1841: "Saw Wellingtons Island <sup>e.s.</sup> at daylight bearing north."
  - c. Isle Ascension, March 6, 1841. "At 5 p.m. saw the Isle Ascension bearing southwest by south 30 miles distant." There is also a pen and ink sketch given here.
5. Whaling ship William Hamilton of New Bedford. Captain William Swain. This Journal is apparently kept by George M. Kimball Hollowell. The voyage lasted from May, 1, 1838 to May 21, 1842.
  - a. Byrons Island, September 6, 1840: "Saw Byrons Island, one of the Kingsmills group. Several canoes came off."
  - b. Simpsons Island, September 10: "Simpsons Island in sight."  
September 12: "Land in sight, several canoes came off."
  - c. Ocean Island, September 17, heading for Ocean Island and ~~one~~ one canoe come off with nine white men. They saw several natives on the beach.



- d. Byrons Island, July 27, 1841: The following year, 1841, under date July 27 "saw Byrons Island, the latter part lay off trading for coconuts.
- e. Peroat Island, July 30. "Under the lee of the Peroat Island, plenty of canoes along side." This island is given as  $1^{\circ}47'$  south latitude, and  $177^{\circ}10'$  east longitude.
- f. September 9, in company with the Bark Draco of Fairhaven on shore at Byrons Island.
- g. September 10, "sent one boat on shore for coconuts and five returned with the boat."
- h. Ocean Island, February 16, 1850: "The natives came off with but little trade except women, but plenty of them."
5. Ship Mobile, W. Rawson, Master, from New Bedford, September 23, 1842.
- a. Hope Island. "Close in at Hope Island, natives off to us this day." The position is given as  $3^{\circ}8'$  south.
- b. Rotches Island, September 27, 1842. "This day on shore at Rotches Island, trading for coconuts and poultry. Position is given as  $2^{\circ}51'$  south.
- c. McAsgills Islands, March 20, 1843: Passed McAsgills Islands
- d. ← February 2, 1844. "Saw Woodle and Hendervilles Island, natives came on board." Latitude is given as  $8'$  north, and the longitude the previous day was  $173^{\circ}55'$  east.
- d. Ocean Island, February 9, 1844: "In at Ocean Island the natives came on board spoke the Barque Damon of Newport."
- e. Ascension Island, March 2, 1844: Arrived at Ascension and on March 3, came to anchor in the lee bay. The next few days are occupied with stowing barrels of oil, getting water and wood.



March 7, a note reads "watch on liberty, brought 3 boatloads of wood." Alternate watches go ashore.

March 13, the entry is "this day the Addison came in."

March 15, "this day the ship Cortesa came in."

March 17, "this day the ship Rosalie of Warren came in."

March 19, 1844, they set sail again.

f. St. Augustins Island, March 20: "Shipped one man here and one at Ascension, left four of the old hands at Ascension, all absconded."

7. Ship Milton from New Bedford, Captain Thomas J. Smith.

a. Ocean Island, February 16, 1850: "the natives came off with but little trade except women, but aplenty of them."

b. Pleasant Island, February 19, 1850: where they obtained a few hogs and coconuts.

February 20, the ship is still at Pleasant Island, trading.

The Captain flogs four or five men because they took a woman aboard from the island and none of the crew would confess to having done it.

c. Wellingtons Island, Feb. 26, 1850: "the canoes came off with .2.words.here (second name may be Hall).

d. Ascension Island, February 28, 1850: the pilot comes off.

March 3, ship anchors in the lee harbor at Ascension.

At Ascension are also mentioned the ships Elizabeth and the General Scott.

The Captain mentions he saw two ships in the middle harbor. They got under way on March 28, 1850, in company with the General Scott.

e. Wellingtons Island, April 1, 1850: where they traded for turtle. He says they took off 21 turtles to each ship.



12. Gideon Howland of New Bedford. The Master is Michael Baker.

- a. Byrons Island, August 24, 1839: Canoes came along side with coconuts.
- August 26, 1839: the same entry is made.

13. ~~The Whaler, September 2, 1839.~~

- b. Byrons Island, September 2, 1839: returns to Byrons and they trade with the natives.
- c. Clarks Island, September 9: "Canoes came along side with ladies, two white fellows came on board, that left the Juno six days before."
- d. Ocean Island, September 17: "There was no natives came off, they appeared to be frightened."
- e. Pleasant Island, September 26: "Five white men came on board and about fifty natives fetched off fowl and hats."

14. Back at

Sept 30

- b. Pleasant Island, after a couple of days at sea. "Jack Jones and two other white men and a great many natives fetched off fowl and coconuts and six pigs."
  - October 1, 1839 "Several canoes came along side, among the rest was Jack Jones and another white fellow, got 2 dozen fowl and 2 hogs and a lot of coconuts."
- d. Pleasant Is. October 8, the ship is back at Pleasant Is. "Several canoes came on board with hats and coconuts."
  - October 18, at latitude 0°23' north, longitude 167°23' east. "Saw a canoe off the weather beam, sent a boat to her proved to be a canoe bound from Pleasant Island to Ocean Island has lost her reckoning. ~~XXI~~ was out of water and provisions, took her along side and stripped her. Had 25 persons on board, men women and children."

15. Swains Island, September 31 What notice at the Southwestern Island and got some logs. In the evening passed in company with the Gideon Howland.



l  
X. Pleasant Island; The ship goes back to Pleasant Island and lands these passengers that they had picked up. October 21, they ship a man whom they called Sam, he is a native of Pleasant Island.

Nov. 3, <sup>Back</sup> ~~the~~ at Pleasant Island. They ship a man called Tom, who belongs to the Tanager, ~~Islands~~. All these visits at intervals of several days. There is mention of trading with the natives for fowls and coconuts and hats.

j  
X. Ocean Island. November 13; "Sent Barnaby and his wife ashore. Natives came off with fowls and coconuts."

k  
X. Byrons Islands. December 27, 1839; the canoes come along side with coconuts.

l  
X. Hope Island, January 4, 1840; where they get coconuts.

m  
Hope Island December 18, 1940, the Whaler is back at Hope Island.

"Natives came on board with mats, coconuts and girls to trade for tobacco."

n  
Hope Island May 21, 1841, The Whaler is back at Hope Island, and exactly the same entry is made as the previous one.

o  
Ocean Island, June 9; "Canoes came off with hats, fowls and mats, etc., to trade for tobacco."

p  
Pleasant Island, May 23, 1841: "Canoes came on board with fowls, girls, and coconuts to trade for tobacco."

q  
Ascension, June 22, 1841. anchored in the lee harbor, saw the Java of St. Johns and the London packet of Fairhaven in the lee harbor. The next few days are employed in getting water, yams, etc., aboard. On the 27th, the Franklin comes in.

September 1, proceeded to sea in company with the London

Packet and the Java.

r  
K. Ravens Island, September 3; West ashore at the Southwestern Island and got some hogs. London Packet still in company with the Gideon Howland.



3 13. Ship Isabella of New Bedford, the Log Book of. James R. Barrett, Master.

5. Pleasant Island, November 9: "Canoes came off and one white man, Jack Jones, the natives having massacred 8 white men leaving Jones and one other white man by the name of Murphy who left the Caroline of London. We detained one native to induce the natives to fetch the other white man off. We waited until 8 p.m., did not come off.

t November 19, the ship is again at Pleasant Island. "Canoes came off, fetched off Jones' hogs, fowls and his woman and boy about 4 years old. The other white man went away on the Rebecca Sims."

u Ocean Island. Nov. 23: "Jones, his wife and boy went ashore, Bought some fowls."

14. Ship Young Phenix of New Bedford. Thomas Mickell, Master.

- a. Island Ascension, Nov. 7, 1851. Arrives at Island of Senshon and cast anchor in the weather harbor.
  - December 1, got under way and ran down to the lea harbor.
  - December 2, 1851, standing off and on, the Captain on shore.
  - December 3, 1851, a reference to the Washington of New Bedford being in company with the Young Phenix.

b. Pleasant Island, December 17, 1851: The ship is at Pleasant Island and the natives come off with fruit to trade.

15. Ship Courier of New Bedford. The Journal of. Captain Edward Harding.

- a. Rotches Island, Jan. 1, 1841. Lat. 2°22' south at about 176°25' east. The comment is made that canoes came off with coconuts and there was brisk trade. since lying close in shore offing. Captain Smith lowered down a boat and went ashore to see if we could land the three natives that we picked up in the canoe off the Island of Parn. He then came on board and took



11

25. Ship Lalla Rookh of New Bedford, the Log Book of. James R. Bassett, Master.

Tape 2.

a. Byrons Island, March 26, 1839: Great numbers of canoes came along side with coconuts for sale. The Whaler continued to lie off and on until March 29, trading with natives all the while.

12

26. Ship Loan of Edgartown, Henry M. Merchant, Master.

b. Pleasant Island, March 16, 1839; at Pleasant Island and there is a sketch

a. Hope Island, February 10, 1839: the natives came off with coconuts and other items in them. The Captain, and myself went ashore in them

13

27. Ship Abigail of New Bedford, the Journal of. Captain George E. Young. This

journal has pen and ink sketches of the various islands not long before discovered by the Wilkes U. S. Exploring Expedition. Among the islands sketched are Tracys, DeFeyster, Hudson Island, St. Augustine, and several others. There is also some description of canoe loads of natives coming to the ship and trading.

a Drummonds Island.

The entry of February 3, 1849 reads "saw a canoe, we ran down to it and found it to be a canoe drifted off from Drummonds Island with three natives in it almost famished. We took them in and hoisted the canoe on board and then wor ship to the northwest." There is a colored pen and ink sketch of the canoe and the paddles and the sail, and the natives, accompanying this entry.

b. Ocean Island, March 9, 1849: There is a pen and ink sketch of this Island

too. "Ran down within three miles and <sup>luffed to</sup> ~~put the~~ and hauled aback. The

Milton (this is another ship) came down and spoke us. We then wor around

and stood close in but the natives would not come off. There was five

canoes lying close in shore afishing. Captain Smith lowered down a boat

and went <sup>on</sup> ashore to see if we could land the three natives that we picked

up in the canoe <sup>from</sup> ~~off~~ the Island of Peru. He then came on board and took







13. Whale ship Pelagos of New Bedford, the Journal of Captain R. Manchester.

a. Island, March 28, 1843 which is about 20 miles from Browns Island. He says that there was four when they left, three having died of hunger, He says, as near as we can understand, that it is seven days since they left Browns Island" There is no latitude or longitude observations for several days before and after this entry of January 23. There is also a sketch of a canoe under sail with one man in it on the next page, presumably this incident is being pictured.

13. Strong's Island Under date February 23, 1850 there is a pen and ink sketch of Strong's Island. The latitude is 14° 30' south and longitude 169° 30' east. The Captain goes ashore and does not come back that night.

L Under date of February 28, 1850, there is a pen and ink sketch of Wellingtons Island. April 30, 1843, anchored in the harbor on the west side of Island with the help of the natives.

Under date of February 28, 1850 "bearing south distance 20 miles at 5 p.m. there was a canoe came off with a white man in it. We bought one green turtle, ~~and~~ <sup>at</sup> six put away for Ascension." They go on past Ascension to Guam not stopping at Ascension; there are some <sup>Pencil</sup> ~~pen and ink~~ sketches of Guam and Rota following the date of March 8, 1850.

14. Bark Active of New Bedford. Thomas Morrison, Master.

14 a. Exchequer Island. May 14, 1853. A description given of the natives of Exchequer Island and a hostile reception given the Captain on shore. This is 1° 0' south and 144° 30' east.

b February 21, 1854. On this day the ship sails by Haweis "so called on one chart and <sup>on</sup> another Eleato and Namaliour bearing east distance 10 or 12 miles, <sup>the</sup> This ship heading at the time north by west per compass at the same time Olimaraa Isles bore about northwest distance 10-12 miles from which we saw an extensive reef <sup>extending</sup> from the east side of the easternmost island about one mile to the other island, distance 7 or 8 miles to the westward of it."



15. Whale ship Balaena of New Bedford, the Journal of. Captain R. Manchester.
- a. Hope Island, March 28, 1843, which is about  $2^{\circ}$  south and  $177^{\circ}$  east. "at four a.m. the canoes came off with hats and mats to trade for tobacco."
  - b. Island, April 5, 1843. The Balaena is at an island whose name is not given, but the position is  $2^{\circ}26'$  south,  $174^{\circ}52'$  east. "At 4 p.m. the canoes came off with fish, mats and coconuts to trade for tobacco!"
  - c. Island. April 18, 1843. The Balaena is in company with another ship the George and Susan, is at an Island whose name is not given, but whose position is 44 miles south and longitude  $169^{\circ}54'$  east. The Captain goes ashore and does not come back that night.
  - d. Ascension Island. April 30, 1843, anchored in the harbor (on the west side of island with the help of a pilot that they took aboard and found the George and Susan and the Barque Fortune of Plymouth at anchor already.
- May 4<sup>1843</sup>, the ship Susan of Nantucket comes to anchor also.
- May 11, the ship gets ready for sea, having taken aboard 15 boatloads of wood, bananas, some yams and 150 barrels of water.
- e. Strong's Island. May 9, 1844. The Captain goes ashore to look for wood. Two boats go ashore, they get off 9 boatloads of wood.

16. Whaling ship Bowditch of Warren, Rhode Island, the log book kept by A. <sup>m</sup> Newman, 1st officer. The Master is Nelson Waldron.

- A. Strong's Island, April 10, 1850. The ship Falcon also there, sent a raft of casks on shore for water.

17. Bark Mary Frazer On April 18, the Bark Mary Frazer arrived at Strong's Island

a On April 20, got to sea again, all the time between April 10 and April 20 being occupied with ship duties and getting water and yams aboard.

Nov. 29, 1850, "at 10 a.m. took a pilot and at 11 a.m.

b came in to anchor at <sup>2e</sup>lea harbor of Ascension, in 17 fathoms of water."



18

23. Bark Emma of New Bedford. *arrives* E. Rathway, Master.

a. ~~Ascension.~~ Arrives at Ascension Nov. 30. The next few days alternate watches are on liberty and they are occupied in taking on board water, a load of wood.

Under round December 2, 7 barrels of yams is ~~Dec 5~~ at two seasons, December 3, 6 barrels of yams and another boatload of wood.

24. Ship Charles Rogers, December 3. *of* Brest, France, *arrives*.

b. ~~Simpson's Island, December 20.~~ The natives came off and traded fowls and a. ~~Ascension Island, December 4,~~ a load of wood and a barrel of yams.

December 8, 8 more barrels of yams and this day

c. ~~Coconut Island December 24.~~ They lay off and on and the Captain went ashore the ship Barkley of Nantucket arrives at ascension.

December 15 the ship is ready to go to sea, but is wind bound. December 25, he was on shore trading and got a boatload of

December 18. the pilot comes on board and they wait for

d. the wind. December 19, they get out of the harbor.

17

25. Bark Endeavor of New Bedford. The journal kept by William F. Bleaderheiser.

The Master is Richard C. Wilson. Laying off and on in Pleasant Island, obtaining

a. Pleasant Island. March 23, 1859; "at 9 a.m. the natives come off and three white men come off and we lay off and on all day, and we got off 50 hogs

and about 3000 coconuts. There are 8 whalers and <sup>one</sup> 27 schooners in the

b. Strong's Island, March 27, 1859; arrived at Strong's Island and lay at anchor.

Captain Willson goes on shore and the ship lays off and on all night. The ship Lexington is also at anchor there.

April March 28, the Captain comes on and they make sail away.

c. Ascension, March 30. Arrive at Ascension and the Captain goes ashore at the weather harbor while the ship lies off and on. The Captain comes back on board the same day and they make sail.

April 23, they caught the cook and put him in irons.

April 30, while getting ready for sea 7 men deserted.



18  
26.

Bark Fortune of New Bedford. David E. Hathaway, Master.

a. Hope Is. December 7, 1851. At latitude 3°20' south, longitude 177°01' east.

"lying off and on at Hope Island, trading for coconuts, we got two native men. At 9 p.m. steered off to the eastward. The journal is kept

Under remarks of December 17, 1851, there is a note that two seamen, Peter and Carson are sick with pox. Dec 23, 1856, and the

b. Simpsons Island, December 20. The natives came off and traded fowls and coconuts. The trading continued on December 21. kept by James H. Peppin.

c. Ocean Island December 24. They lay off and on and the Captain went ashore to trade. hats and caps for tobacco this afternoon. The natives of this

Island on December 25, he was on shore trading and got a boatload of wood and 50 chickens, and some broom stuff. reaches from their waist to

d. Pleasant Island, December 26. They were off Pleasant Island and trading with the natives for "fowls, coconuts and ~~some~~ squaws". natives can

December 27, laying off and on in Pleasant Island, obtaining wood. They got 19 boatloads from an Englishman who was ashore, and 10 hogs.

e. Rotches Island, March 18, 1843. They went ashore for coconuts, fowls, etc.

f. A cension, April 10, 1843. There are 8 whalers and <sup>one</sup> schooner in the harbor at the same time. Mention is made of the ship ~~the~~ Jane of

Fairhaven and Lalla Rookh of New Bedford. Alternate watches are on liberty for several days or while they get off wood and other supplies.

April 20, the cook deserts, but they catch him and they give him 30 lashes. The habits of the natives are the same as on the other

Islands of April 21, the next day, the cook is missing again.

On the 22<sup>nd</sup>, the Elizabeth and the Potomac sailed for Japan

April 23, they caught the cook and put him in irons.

April 30, while getting ready for sea 7 men deserted.



May 1, the ship Balena arrives.

May 3, got under way bound for Guam in order to get more men because they have only 4 men before the mast.

19  
21.

Ship Franklin of New Bedford, Josiah Richmond Master. The journal is kept by James H. Payne and the latter part of it is a partial journal of the Ship Rambler, between October 22, 1855 and June 23, 1856; and the

Ship Monticello from June 24<sup>1856</sup> to Jan. 14, 1858. Also kept by James H. Payne.

a. Byrons Island, August 18, 1856. "canoes came off from Byrons Island to trade hats and mats for tobacco this afternoon. The natives of this Island go entirely naked except the women who have covering made of grass resembling (the word looks like <sup>flax</sup> ~~flax~~) that reaches from their waist to their knees.

b. Sydnim Island, <sup>aug 24, 1856</sup> in the Kingsmills group. On the 25th "the natives came aboard at 10 o'clock p.m. with mats, coconuts, etc., to trade for tobacco." "The natives go entirely naked except for <sup>the</sup> women who wear <sup>a</sup> covering around their waist."

c. Simmons Island, August 26, "the natives come along side."

d. Handevilles Island. August 27; "the natives came aboard from Handevilles Island to trade."

e. Ocean Island, September 6. "the natives came aboard at 3 o'clock to trade for tobacco. The habits of the natives are the same as on the other islands of the Kingsmills groups."



Tape 3

20  
27. ~~Ship Child of New Bedford, Benjamin S. Clark, Master, July 1856 to October 1859. The Journal of Albert F. Peck.~~

f. Strong's Island, Sept. 26: the ship Monticello comes to anchor at Strong's island, and occupies herself with getting water. The ship Minerva and the Bark Winalow of New Bedford are there also.

but is early in Sept. 28: "the natives of this island are the most indolent of any that I have ever seen. The principle productions are bananas, coconuts and breadfruit."

1856 and Sept. 30: the ships Norman ~~and~~ Young Hero of Nantucket and the Emily Morgan of New Bedford arrive.

October 1, 1856: "Canka, the King, departed this life about 3 o'clock p.m. after a few days illness. I shall not give the particulars of the ceremony at present. The natives walk in a stooping posture when they pass the King's house."

October 3, 1856: "the harbor is between two islands, the small island is intersected with walls all over, some of them 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."

October 5: arrived the ship Alppia Mara of Nantucket, the Isaac Howland of New Bedford, the Ocean Rover of Nantucket, the Zone and Atlantic of Fairhaven. Also mention is made of the ships Minerva and Mayflower and Potomac at Strong's Island.

October 20: the Monticello leaves Strong's Island in company with the ship Norman of Nantucket and the Bark Corning of New Bedford.

29. ~~Ship Child of New Bedford, Benjamin S. Clark, Master, July 1856 to October 1859. The Journal of Albert F. Peck.~~



20  
29.

Ship Chili of New Bedford, July 1856 to October 1859. Benjamin S. Clark, Master. The Journal of Albert F. Peck.

The remainder of the journal describes Peck's experiences on board several other vessels during his journey home. The journal ends in June 1861.

a. Ocean Is. and. The following quotation refers to Ocean Island, no date, but is early in the journal. The island "was covered with coconut trees down to the beach, which seems to be the distinctive feature of the island, for without them it would not be seen a great ways. It was one of the numerous coral islands that these waters are studded with and it has the name on the map of Ocean Island. Well, we got as near as we wish to be,

We came to and waited for the natives to come off and trade as they always do, but having waited some time and no signs of any appearing, we were about leaving when a canoe started from the shore with a single native who, coming on board told the Captain that the chief had put a taboo on, and therefore, they could not trade, but he intimated that a box of tobacco presented to the chief would break the taboo and trade could then go on. This, of course, he refused to do, and the native took

b. Pleasant Is.

his departure for the shore and we laid our course for Pleasant Island about 100 miles from this one. After we had ran about as far as was deemed prudent we backed our <sup>fore</sup> ~~four~~ topsail and layed 'till daylight when our course ~~was~~ resumed, and in about an hour land was descried looking as near as possible like the one we visited the day before. But long before the ship got to it we could see canoes coming loaded with natives, both men and women. Just before they reached the ship the women jumped overboard and swam for the ship, and the canoes reaching the ship about the same time, the men jumped up into the chains and politely assisted them on board by pulling <sup>them</sup> up into the chains by the hair of their heads, <sup>4</sup> then marching them up to us, would point at them and say tobak. As for modesty



that was all left on shore as it was of no marketable value on board the ship. The men were entirely naked while the women had nothing but a bunch of reeds or rushes fastened around their hips and hanging down half-way to their knees, and they were in the market for anybody for a piece of tobacco an inch square, which they would hand to their husband (if they had any such institution) or father or whoever it might be, who would receive it with evident delight. While the women were occupied in their traffic the men would be going around amongst the crew with hats, and mats, and strings of coconuts, and fish lines made of the fibers of the coconut bark. The coconut is about the only fruit growing on these islands, and it is invaluable to the natives, for they convert it to a hundred different uses. The fruit serves for subsistence and when green it contains a pulp of about the thickness of cream, and also a quantity of delicious drink, cold and slightly acid in taste, while the leaves and bark serve to build huts, and canoes, and to make lines, and from the sap they distill a very strong liquor. Hogs and fowls are raised here in great plenty and are fed with the ripe coconuts of which they are very fond, and which they fatten on. In their trade with ships <sup>the</sup> ~~and~~ general currency is tobacco, but they will not refuse fish hooks, looking glasses, etc., but they prefer tobacco to <sup>out</sup> ~~our~~ anything. Offer them a silver dollar for a coconut and see how quick they ~~would~~ won't take it. In their appearance they are about the color of a copper cent, and the men wear their hair short with no beard as they pluck it out, and their bodies are covered with coconut oil which gives them the smooth and sleek appearance. The natives of Pleasant Island always have had the ~~reputation~~ reputation of canibals and while they were on board, I went up to one and showing him my arm made a movement as if about to bite a piece out, and ~~short~~ looking at him inquired, good? He looked at me and turning to another one ~~the boat was carried over the reef, we sitting in her at the same time. As~~



said something to him, and then feeling of my arm continued talking to his companion probably telling him that if he had me on shore he would soon find out how good I was. We bought some pigs and fowls, and yams, and coconuts to feed them with and towards night we squared away. As soon as the natives saw the ship leaving the island they sprang to their canoes, and paddled to the land, and in two hours we were out of sight of the island." The foregoing comes from chapter 2 in this journal, there being 12 chapters covering the period of 1856 to 1861. Chapter 8 of this journal is entitled "Between Seasons" and contains a quotation regarding Achilles Island. "WE were met on the beach by a crowd of natives who immediately taking hold of her (the boat) carried her over the reef and deposited her high and dry on the beach. We landed and the captain proceeded to the Chief's house while the rest of us began to look around. The huts were in a little cluster under the shade of coconut trees, close to the beach, but what took our eye, if not our fancy, was to notice around nearly every hut a row of human skulls, which they seem to regard as quite ornamental but whether they are skulls of their own people or not we did not know. They were entirely naked but that did not embarrass them in the least. One of our men undertaking to buy something pulled<sup>out</sup> a head of tobacco, when he was instantly knocked down by a club, and the tobacco taken from him and three or four grabbing at it, it was gone in no time. The Captain hearing the outcry came out to see what the matter was followed by the Chief, who, when he saw what had been done, rebuked his people and we started for the boat, although we could not get it over the reef without the aid of the natives. The Captain who was as much alarmed as we were made his interview with the Chief as short as possible, and soon joined us at the boat, when on a motion of the Chief the boat was carried over the reef, we sitting in her at the same time. As she would never reach the land but the Captain insisted that she would easily



soon as we got clear of the island, the Captain began to scold the man that was attacked for being so thoughtless as to expose tobacco to the natives, for it might, had it not been for the Chief, have led to the whole of us being attacked and robbed if not killed. The next island that we visited is laid down on the map as Clarks Island, and is quite a large island, there being several tribes of natives inhabiting it. There had been a fight a short time before we arrived between the tribes, and to judge <sup>from</sup> the appearance of some of the natives that came on board, it had not been altogether in sport. Some had lost their noses, and some their ears, while others displayed some hard looking wounds on their bodies. They did not seem to mind them, but trusted to nature to effect the cure, for none of them were bandaged. They nearly all brought each a hatchet or a knife, and crowding around the grindstone proceeded to sharpen them. The Captain seeing this and that they kept coming began to feel uneasy and gave orders to square away. As soon as the natives began to see that we were leaving the island they started for their canoes and soon the ship was clear of them. They were the most savage looking set that we had seen as yet and this joined to the fact that they were nearly all armed and kept increasing in numbers we began to be apprehensive that they might take the notion to attack us, and if they had could easily have taken the ship, as we would be powerless against so many. We were fast leaving the land and when all at once a squaw made her appearance on deck from the steerage, where she had been bestowing her favors and had been so busily engaged that she did not know the ship was standing off, and on looking around and seeing that she was alone she uttered a scream and began pointing to the land. The Captain now came up and seeing her made her jump overboard and on rising she immediately struck out for the land. The mate remonstrated saying that she would never reach the land but the Captain insisted that she would easily



and we <sup>soon</sup> lost sight of her, but whether she reached land or not was uncertain, but it did not look to me as if anything but a fish could swim that distance against wind and current.

2. Drummond Island: we made Drummonds island in a day or two at which place we got some pigs and fowls, etc. This is a collection of small islets so close together that communication <sup>between them</sup> is easily kept up. We finally touched at Rota."

The appendix of this journal has some further reference to Clarks island. A seaman named Thompson runs away hiding in a canoe of a native who covers him up with mats. Upon being missed the Captain agrees with a negro who lives there and "who seemed to have quite an authority over the natives," was the principle agent in trading with them," to give him 50 pounds of tobacco if he would bring Thompson off. This they do, Thompson is put in irons, flogged, and the negro receives his 50 pounds of tobacco. Then on the return visit to Clarks island, a year later, an Englishman comes off, and says that the negro was dead, having been killed by the natives for the tobacco that he got by this job. The Englishman "told Thompson that it was lucky for him that he had been brought back for they were a savage set and one's life was not safe with them a minute, and he himself only waited for the first chance to leave himself. But our skipper would not take him."

30. The Bark Cherokee of New Bedford, Jacob L. Cleaveland, Master. The journal is kept by Steven B. Peirce,

- a. Hope island, Dec. 14, 1847: "at one p.m. came abreast it from 8 to 10 miles off, the natives came along side at 5 and were around 'til sundown
- g. Ocean Island, Jan. 12: the natives came on board and two boats are sent ashore to trade.

*7 Clarks Is.*



Jan. 13, the boats come back with "200 chickens, and a few coconuts, and  
~~XXXXXXXXXX~~  
splenty of broom stuff."

..... got four or 5 fowls, some hats, sennet and a few shells, mats,  
F. Pleasant Island, Jan. 19, 1869; the natives come aboard and they  
etc., green coconuts for tobacco."

22  
31.

and in two boats to trade. Two other vessels the John Carver and the  
Bark Globe of New Bedford, William Handy, Master.  
Clear are at the island.

a. Strong's island, Feb. 19, 1853: came to anchor at Strong's island, and  
Jan. 20; trading goods on the shore for pigs and coconuts.  
commenced getting water. "At 7 a.m. the King's son came on board and  
stayed all night." The ship was employed in getting water and wood for  
they had to under the lee of the island, but several cases on board and so  
the next few days, and on  
they make sail for Duperoy's island.

Feb. 28, they chiefly Sandaghatlaney got 20 barrels of  
b. Duperoy's island, Jan. 28, 1867; came on with two white men and the  
tearor (which may be "taro") and "ams" (which may be "yams") on board.  
king and one of the Carinthians' ships goes on shore with the first mate  
This date also the King's son came on board.  
is her to spend the night. The boat comes back the next day with 30 pigs.

23  
32.

Feb. 28, they left strong's island.  
16 ducks, 11 chickens, 5000 coconuts, 2 barrels of what he speaks taror -  
Ship corinthian of New Bedford, Valentine Lewis, Master. Captain's journal  
and one barrel of breadfruit.

a. Hope island, Dec. 25, 1867. "The natives came on board with a few  
Jan. 27, the boat goes ashore "to deliver the trading master on  
chickens and coconuts."  
shore," then come back and they make sail.

b. Chases Is., Dec. 27: "The natives came off with chickens to trade.  
1. Accousion Island. On the same day they leave 1 Accousion island and  
took 200 on board."

c. Drummonds Is. Dec. 28, 1867: The natives came on board with a few shells  
they come to anchor. The John Carver and the Brig Comet of Boston are also  
to trade."  
in port. The ship stays till Feb. 16.

24  
33.

Dec. 29: the same entry is made (still at Drummonds Is.)  
Ship Mistress of New Bedford, Edward T. Sussman, Master  
and this continues to

a. Ocean Island, Jan. 5, 1849; they got "broom stuff plenty." in trade.  
Dec. 31, "the natives came on board and done some trading  
Feb. 12, 1858; went ashore at Ocean Island. "bought pigs  
for coconuts and shell."  
pumpkins, broom stuff and fowls." The same ship and Captain but a different

Jan. 3, 1868; they leave Drummonds island.  
Journal.

d. Sydenham Island, Jan. 6.  
a. Hope Island, Feb. 31, 1868; and the natives come aboard.  
e. Ocean Island, Jan. 12: ~~the~~ the natives come on board and two boats are  
b. Ocean Is., Jan. 1849; the captain goes on shore, and the natives come  
sent ashore to trade.  
aboard "both men and ladies come on board, the decks were full.



Jan. 13, the boats come back with "200 chickens, and a few coconuts, and plenty of broom stuff." Wood, Charles F. Master.

f. Pleasant Island. Jan. 19, 1868: the natives come aboard and they send in two boats to trade. Two other vessels the John Carver and the Cicero are at the island.

g. Woodall Jan. 20: trading goes on on shore for hogs and coconuts.

g. McAskills Island, Jan. 25, 1868. They are at McAskills island, at 8 a.m. they luff to under the lee of the island, but no one comes on board and so they make sail for Duperrys island.

h. Duperrys island, Jan. 26. A boat come out with two white men and the king and one of the Corinthians' <sup>boats</sup> ~~ships~~ goes on shore with the first mate in her to spend the night. The boat comes back the next day with 30 pigs, 16 ducks, 11 chickens, 5000 coconuts, 2 barrels of what he spells taror - and one barrel of breadfruit.

Jan. 27, the boat goes ashore "to deliver the trading master on shore," then comes back and they make sail.

i. Ascension Island. On the same day they <sup>raise</sup> ~~brave~~ ? Ascension island and the pilot comes on board and takes the ship into the middle harbor where they come to anchor. The John Carver and the Brig Comet of Honolulu are also in port. The ship stays till Feb. 10.

<sup>24</sup>  
33. Ship Huntress of New Bedford, Edward T. Shearman, Master

a. Ocean Island, Jan. 5, 1849; they got "broom stuff plenty." in trade.

Feb. 12, 1858: went ashore at Ocean island. "bought pigs pumpkins, broom stuff and fowls." <sup>P</sup> The same ship and Captain but a different Journal.

<sup>Dec.</sup>  
a. Hope Island, ~~Feb.~~ 31, 1848; and the natives come aboard.

b. Ocena Is., Jan. 1849: the captain goes on shore, and the natives come aboard "both men and ladies came on board, the decks were full."



Type #4

33

34. Ship Kensington of New Bedford, Charles F. Stetson, Master.

a. Unnamed island, April 4, 1859. Latitude 1°9' S. Longitude 175° 57' east.

b. Charlotts. April 5, 1859

c. Henderville Island same date

d. Woodell Island, same date: ~~and~~ a few canoes come on board and bring ~~rest~~ a few coconuts and chickens.

35. Ship Daniel Wood of New Bedford. Joseph R. Tallman, Master.

Journal kept by Henry A. Howland.

a. Wellingtons Islands. Jan 21, 1854; "a boat and canoes coming off."

water, 10 boatloads of wood, 400 coconuts, a dozen pigs, 50 fowls, shells, etc., which took them about 4 days to do. And then they were windbound

three more days which they spent in gambling, betting, and in the company

with their friends towards the Pacific.

Jan. 31, they got out in company with the Pacific and ran down past the lee harbor or bay, and the two skippers got aboard the Alice Kendall and the Alice Fraser both of them lying there at anchor.

Jan. 18, 1855; almost exactly a year later the entry is made "our Ascension wood with two boatloads from Ochopek is about used up, we have burned about 13 boatloads the last year." Evidently they relied almost entirely for wood supply for a whole year on what they obtained from Ascension. K. Wellingtons Island;

Jan. 24, 1855; at Wellingtons Island they spoke the Cleora Captain Manchester of New Bedford, which was lying off and on there.

1. Ascension Island; Jan. 25;



1. Ascension Island. Providence July, 1966.

A boat from each ship went ashore, got 8 green turtle, two barrels taro and 300 coconuts." The reference to another ship is to the Pacific which was also there.

Jan. 22, 1854; "at 11 p.m. the boat came aboard, kept off west for Ascension..... Pilot came aboard." barrels of water, and 15 boatloads

j. Ascension, Jan. 23; "at 1 p.m. run into the harbor and came to anchor.

The Pacific followed the Daniel Wood in and also moored. The Covington, Captain Newman of Warren, is also there. They get off 100 barrels of water, 10 boatloads of wood, 400 coconuts, a dozen pigs, 50 fowls, shells, etc., which took them about 4 days to do. And then they were windbound

three more days which they spent in <sup>my</sup> gambling, bathing, and in the company with their friends on board the Pacific.

Jan. 31, they get out in company with the Pacific and run down past the lee harbor or bonatik, and the two skippers go aboard the Alice Kendall and the Alice Frazier both of them lying there at anchor.

Jan. 18, 1855; almost exactly a year later the entry is made "our Ascension wood with two boatloads from Ochotsk is about used up, we have burned about 13 boatloads the last year." Evidently they relied almost entirely for wood supply for a whole year on what they obtained from Ascension.

k. Wellingtons Island;  
Jan. 24, 1855; at Wellingtons Island they spoke ~~the~~ the Cicero Captain Manchester of New Bedford, which was lying off and on there.

1. Ascension Island. Jan 25; is given us at latitude 0°54' N. longitude 173° 20'. Here they sent the boat ashore which got a lot of pigs and fowls. They discharged a man named Jim White, and they also bring off from Pitts a white man and his wife to be landed again at Howe (Howe) Island.



d. Green Island, Aug. 27; they send two boats ashore which return with  
 1. Ascension Island. Jan. 25

Jan. 26; came to anchor in the middle harbor.

e. Pleasant Island, Sept. 21; they are at Pleasant Island. They trade with  
 the natives out of their canoes.

f. Lord Howe Island, Oct. 10; this is where they had the Kingsmills group  
 the Bark Favorite, the last one Captain Spooner, which came in while

they were at anchor. They took on 90 barrels of water, and 15 boatloads

of wood. They got out to sea again on Feb. 9 in company with the Morea

and the Cicero.

g. Clark's Island, July 20; they lay off and on trading for nuts and water

<sup>27</sup>  
 35. Ship Lion of Providence, William H. Hardwick, Master. The log book is

kept by George M. Macy.

a. Knox Island, July 24, 1855; one of the Kingsmills group "through the  
 night laying off and on, at daylight boarded <sup>an</sup> the English Schooner laying  
 at anchor."

b. Pitts Island, July 25; came to anchor at Pitts Island, and took on  
 some water, also took on wood.

Aug. 5; The ship stays at Pitts until August 5, while <sup>there</sup>  
 they discharge one sailor, Manuel Bragers, and a second man, James Nextall,  
 and they ship one man as carpenter and take on a white man and his wife as  
 passengers to land on another island, which looks like Nowr by name.

c. Nalls Island, Aug. 9. ~~There is also reference on Aug. 9, they are at~~  
~~Nalls Island~~ (which may be what was meant for the destination of the white  
 man and his wife.) This island is given as at latitude  $0^{\circ}54'$  N. longitude  
 $173^{\circ}20'$ . Here they sent the boat ashore which got a lot of pigs and fowls.  
 They discharged a man names Jim Wahu, and they also bring off from Pitts a  
 white man and his wife to be landed again at Nowe (Howe) Island.



d. Ocean Island, Aug. 27; they send two boats ashore which return with some fowls and pumpkins. The Joseph Butler of Sydney is also there.

e. Pleasant Island, Sept. 2; they are at Pleasant Island, they trade with the natives out of their canoes. *they had taken*

f. Lord Howes Island, Oct. 10; this is where they land the people from Kingsmills group.

g. Byrons Island, July 16, 1856; they trade with natives for hats and mats.

h. Roches Island, July 19; here they trade with natives for nuts and fowl.

i. Clarks Island, July 20; they lay off and on trading for nuts and mats

July 21; ~~and~~ continue <sup>trading</sup> ~~on~~ while the boat goes ashore.

j. Drummonds Island, July 23; where they trade with the natives, a few canoes come along side.

July 24; this continues until July 24, trading with

k. Pitts Island, Aug. 4; they send a gang of men ashore to cut wood and to fill casks with water. Altogether they get off fourteen boatloads of wood in the next few days.

Aug. 14; leaving in company with the Ganges. The

Aug. 13, the entry is that they brought away one white man, two women and three boys.

l. Covills Island, Aug. 23; traded with the natives in their canoes for coconuts.

m. Pleasant Island, Aug. 26; ~~and~~ traded with the natives in their canoes for hogs and coconuts.

traded with them for hogs, lay off and on through the night..... Plenty of natives on board of both boats, got hogs, stuff, coconuts, hats, and, etc.



28  
36.

Discharged George Bridges, he wishing to go on shore. [Frederick A. Weld

The Bark Mars of New Bedford, Allen Brownell, Master.

a. Roches Island, June 28, 1842. 8 canoes came off about 12 miles to get to the ship. Their people are described as harmless but they have nothing of consequence to sell.

b. Hope Island, June 30, 1842. A lot of canoes come off from Hope to meet the ship.

c. Byrons Is. July 2, 1842; several canoes <sup>Come</sup> off 15 or 20 miles.

d. Sydenhams Island, July 8, 1842. on the northwest end of the island they saw many canoes fishing.

e. Simpson Island, July 9, 1842; four or five canoes come off "could not get clear of them until 7 p.m." the implication possibly being that these canoes had hostile intentions.

f. Woodle Island, July 10, 1842; Canoes from Woodle come off.

g. Woodle Island July 18, 1842; back at Woodle Island, a large number of canoes coming off.

July 19, 1842; "a large lot of canoes on board, drove them <sup>all</sup> off in about 1 1/2 hours."

h. Ocean Island. Aug. 5, 1842; "a lot of canoes along side. Found we could get no wood, some of the crew determined to go on shore, the 3rd mate at the head of it."

29  
37.

Marengo of New Bedford, Frederick A. Weld Master.

a. Roaches Is. April 5, 1860; "several canoes came off from <sup>the</sup> island, traded with them for broom stuff."

b. Byrons Is. Janu, 1, 1862; the natives came on board from the isle and traded with them for hats, lay off and on through the night..... Plenty of natives on board of both sexes, got Broom stuff, coconuts, hats, and <sup>mats</sup> etc.



Discharged George Bridges, he wishing to go on shore. [Frederick A. Weld  
no longer seems to be master, instead the master is Henry Eldrige.]

c. Wellingtons Is. Feb. 3, 1862. "a boat came off <sup>from</sup> the isle.

Feb. 4. "lying off and on ~~from~~ trading for pigs, one  
turtle, coconuts, fowls, ducks, etc."

d. Ascension Is., Feb. 4: The same day they went on to Ascension Island,  
took a pilot and came to anchor in the middle harbor.

From Feb. 4, to Feb. 18, they lay at anchor getting wood  
and water, as well as yams, coconuts, fowls, etc. They had four men run  
away, they shipped one boat steerer and two foremast hands at this place.

Feb. 20: they left on Feb. 20 having succeeded in  
recapturing only one of the runaways.

30 ship  
37. ^

Mary Frazier of New Bedford. James S. Hazard, Master.

a. Muggins Is. March 1, 1855; they stood in close to the island and 3 canoes  
come along side. The latitude is given as  $3^{\circ}32'$  N. and  $173^{\circ}30'$  E.

March 2. at the same place the natives bring off a few  
coconuts.

March 3. they get two boatloads of coconuts from the shore.

March 5. the entry is "sold a whale boat, a tierce of buff,  
30 pounds of coffee, 45 yards dungaree, 4 pair shoes, etc." It isn't clear

who this was sold to, no other ships name is mentioned as being there.

March 6. at the same place received a sow and 5 small pigs.

b. Wellington, March 14, 1855. a boat comes off, one white man in it,  
brought 40 coconuts.

c. Ascension Is. March 15. Came to anchor



c. Ascension Is. March 15. Came to anchor at Ascension and got ashore  
 27 casks for water. The next few days are spent obtaining water and wood.  
 There is an entry here which reads as follows: Mr. Silvia, 1 palm hat,  
 Mr. Taber 5 pounds tobacco, 108<sup>lbs</sup> ditto (pounds tobacco) paid for yams, 21  
 pounds.

March 19. "all hands went to the wreck of the Miantinomi  
 and fished up an anchor and 30 fathoms of cable." In the next few days  
 more boatloads of wood, water, and barrels of yams are taken on.

March 24, the entry reads two Portuguese deserted, Joe  
 March 25; the 2 deserters caught at the lee harbor by the  
 and Manuel. Also the ~~Zamaru~~<sup>Zanaka</sup>,<sub>P</sub> <sup>K</sup> Captain

March 31. The ship Phenix of Nantucket come in.

April 7, J. A. Smith, the steward deserts, he is caught  
 the next day.

April 8, John Copeland, boat steerer deserts.

April 9, the Harmony and the Phenix sail <sup>from</sup> ~~for~~ Ascension.

April 10, the Mary <sup>F</sup> Grazier get out, altogether they got  
 18 boatloads of wood.

<sup>32</sup>  
<sup>39</sup>. Ship Liverpool the 2nd, of New Bedford. Charles West, Master.

a. ~~Hawls~~ Is. April 13, 1848. which is given  $0^{\circ} 50' N$ , and  $172^{\circ} 57' E$ .

April 14. the next day a canoe comes off with coconuts.  
 Knox island is in sight.

b. Pitts Island, April 17. canoes come off with coconuts and two white  
 men come off, too.

of the natives on board, bought a quantity of coconuts, some nuts, shells  
 and 1 dozen birds." Its position is given as  $20' S$  and  $172^{\circ} 30' E$ .



<sup>33</sup>  
 #0. Ship Norman of Nantucket, Joseph C. Chase, Master. This is a partial journal kept by Charles C. Ray.

- a. Byrons Is. Jan. 26, 1854. "was boarded by some of the natives of Byrons island, 'male and female'."
- b. Hope Is. Jan. 28, 1854. 15 miles from the island "was boarded by some of the natives of whom we purchased some mats, coconuts and fish.  
 Jan. 29, 1854. "some of the natives still on board."
- c. Byrons Isl. Feb. 1. Back at Byrons Is. and boarded by some of the natives.  
 Feb. 2. Again had visitors from Byrons Is. "Lying off and on at Byrons Is., getting off wood, got 2 loads."  
 Feb. 3. Still at Byrons Is. They got off one load of wood, 200 coconuts and 5 fowls.
- d. Hope Is. Feb. 4, 1854. "Put Henry Evans ashore on Hope island for insolence to the Captain.

<sup>34</sup>  
 March. 28, 1854. "spoke the Maria, she was boarded by some of the natives of Hope Island in a canoe, they had lost their island. The Maria is a Bark from New Bedford and the two vessels, the Norman and the Maria have been seeing each other several times as they cruised the Kingsmill group. This remark of March 28, is made at the latitude of  $20^{\circ}40'$  N, longitude,  $178^{\circ} 0'$  E. However, it doesn't say where the Maria picked up the canoe load of Hope Islanders.

March 29. "picked up a canoe full of water."

- e. Hendervill Island, April 5, 1854. lying off Henderville Island, "some of the natives on board, bought a quantity of coconuts, some mats, shells and 1 dozen fowls." ~~Feb~~ position is given as  $20'$  S and  $172^{\circ}30'$  E.



f. Ocean Island, April 8, 1854. "was boarded by some of the natives of Ocean Island, of whom we purchased some fowls, pumpkins, and coconuts.

g. Strong's Island, April 15. There is nothing to be obtained here but several articles from the ship that belonged to the ill-fated ship that was wrecked there some 12 months since.

h. Ascension Island, April 19, 1854. "saw the island of Ascension bearing west by south, distance 20 miles. At 6 was boarded by a pilot who left for the ship, landed ashore and found they were blown off and could not again as we were not on his beat, middle part." The implication here is that the various pilots at Ascension had divided the island into their own separate territories.

and afterwards could not reach the land on account of strong winds. We The next few days the Norman is occupied watering, obtaining wood and on ship duties. One watch being on liberty most of the time, and apparently a good deal of trading going on.

i. Woodlee Is. Sept. 21, 1848. The same date at Woodlee Island. "at noon April 26, one of the crew deserts. tacked off shore after trading considerable with the natives and also April 28. The Norman gets under way. getting along at these natives of Branscombe Island we picked up yesterday."

34  
41

41. Ship Omega of Fairhaven, Isreal Morey, Master. This is a partial log book.

a. Byrons Is. Sept. 18, 1848. "Commenced a traffic with the natives for curiosities and produce of this island.

b. Percoat Island, Sept. 19, 1848. which gives as <sup>lat</sup> longitude 1°12' S and 176°48' E. "A number of canoes came off when under the lee of the island.

c. At either Woodlee Is. or Sanderville (it isn't clear) Sept. 24, 1848. "A number of canoes came off to us with food, coconuts, taro, shells, and other things."

42. York North America at New London, Nathaniel Richards, Master. This journal is kept by E. C. Smith.

a. Branscombe Is. Jan. 13, 1846. "Full of coconut trees, 3 canoes came off to the brig this afternoon with a few coconuts, the old man went aboard for a little time." The Brig is another ship that has been in company with this one.



Feb. Tape 5 - Providence, July 1966. Ascension island and chased

c. Drummonds Island, Sept. 21, 1848. "a number of canoes came off, bought several articles from them that belonged to the ill-fated ship that was wrecked there some 12 months since."

Sept. 23 1848. "saw a canoe with 5 men in it bearing down for the ship, hauled aback and found they were blown off and could not find the land. Took them on board and their canoe also, recognized in them natives of Drummonds Island that came off to us yesterday to traffic and afterwards could not reach the land on account of strong winds. We are now where when we picked up these natives, 60 miles southwest from Drummonds Island."

d. Woodles Is. Sept. 23, 1848. The same date at Woodles island. "at noon tacked off shore after trading considerable with the natives and also

getting clear of those natives of Drummonds island we picked up yesterday."

(This confusion in dates at this point is probably due to the fact that the 24 hours are <sup>not</sup> reckoned on board the ship from midnight to midnight.)

e. At either Woodles Is. or Hendervills (it isn't clear) Sept. 24, 1848.

"a great number of canoes came off to us with fowl, coconuts, taro, shells and other things."

<sup>35</sup>  
42. Bark North America of New London, Nathaniel Richards, Master. This journal is kept by E. C. Smith.

a. Drummonds Is. Jan. 13, 1846. "full of coconut trees, 3 canoes came off to the Brighton this afternoon with a few coconuts, the old man went aboard for a little time." The Brighton is another ship that has been in company with this one.



36

45. Bark Pioneer of New Bedford. Richard W. Hathaway, Master.

Feb. 7, 1846. "a canoe came off from Ascension island and chased us all the forenoon, she came within a quarter of a mile and set a signal, and several natives. Captain and boat's crew went on shore, and cooper to see if the cooper could be left being unable to proceed on the voyage on white man."

36  
43.

account of sickness. Ship standing off and on for the night.....  
Bark Isabella of New Bedford, Moses G. Tucker, Master. The Captain's Journal. several canoes came off."

a. Byrons island, Dec. 31, 1862. "canoes came off at 4..... bought 2 loads wood, a great quantity of brooms..... off to Peroats island. Canoes came the cooper, got a passage for him to Hong Kong in China in an English off with hats, mats."

b. Ocean Island, Jan. 9, 1862; and Captain went on shore and got a boatload of beef, 224 lbs. of flour, and 60 lbs of ..... of wood.

37  
44.  
Ship St. George of New Bedford. George H. Soule Master. Log book is kept  
C. Ascension Is. Jan. 22, 1862; two boats came off from the shore, they

anchored at middle harbor and left the harbor on the 26th after spending

a. Hope Island, Jan. 17, 1868. Trading with the natives. only a few days obtaining water and trading.

b. Roaches Island, Jan. 18. Lying off and on on Roaches Island, trading Jan. 25. ~~the entry reads~~ "discharged Frank Peirce, an old Malay that came from home with me;.....went on shore after some men."

c. Pleasant Island, Jan. 26, 1868. The natives came on board bringing

Ship Nimrod of New Bedford. Wanton H. Sherman, Master. The log book is kept by Charles M. Skiff.

a. Hope Island, Jan. 24, 1850. "at 6 p.m. three natives came off to the ship. trading with the natives. "several canoes in sight."

Jan. 25, 1850. "a number of natives on board, their trade of Pleasant Island. Trading with the natives. no account, a few coconuts, etc., at 2 p.m. they left the ship.....a

d. Providence Island. Feb. 9. He gives the latitude of this as 9°46' north and longitude as 161°5' east. The boat <sup>to</sup> and the Captain and the

b. Pleasant Island, Feb. 9, 1850. "luffed ~~the~~ with mainyard aback in order to get coconuts for the hogs.....traded with a white man for 3500

Feb. 10. They returned to the ship. coconuts and hogs, let him have a boat in exchange."



45. Bark Pioneer of New Bedford. Richard W. Hathaway, Master.

a. Ascension Island, April 15, 1849. "canoe came off with one white man and several natives. Captain and boat's crew went on shore, and cooper, to see if the cooper could be left being unable to proceed on the voyage on account of sickness. Ship standing off and on for the night..... several canoes came off."

April 16, 1849. Captain went on shore, discharged the cooper, got a passage for him to Hong Kong in China in an English bark, John Laird of London. Sent on board of her for the cooper, 250 lbs. of beef, <sup>661s</sup> 224 lbs. of flour, and 60 lbs of....."

<sup>39</sup>  
46. Ship St. George of New Bedford. George H. Soule Master. Log book is kept by John Martin.

a. Hope Island, Jan. 17, 1868. Trading with the natives.

b. Roaches Island, Jan. 18. Lying off and on on Roaches Island, trading with the natives.

c. Pleasant Island, Jan. 26, 1868. The natives came on board bringing hogs, coconuts and chickens for trading.

Jan. 27. lying off and on on Pleasant Island, and trading with the natives.

Jan. 28. Again the entry is lying off and on Pleasant Island. Trading with the natives.

d. Providence Island. Feb. 9. He gives the latitude of this as  $9^{\circ}46'$  north and longitude as  $161^{\circ}5'$  east. The boat lowered and the Captain and the second mate went on shore.

Feb. 10. They returned to the ship.



40

47. Ship Splendid of Edgartown. Gustavus A. Baylies, Master.

A. Hope Is. March 25, 1847. "several canoes came along side with a few coconuts

..... Henry a native of Rorotongo, died after a sickness of 3 months."

b. Hope Island, Jan. 15, 1848. Several canoes came off from the shore with a few coconuts and several fowls.

c. Pleasant Island, Feb. 1, 1848. "Trading for hogs, fowls, etc."

d. Ascension Island, Feb. 21. or rather to the westward of Ascension "at

10 a.m. several canoes came in from New Group island; at noon, they bore

east 5 miles distance." The latitude here is given as  $7^{\circ}$  north the longitude

$158^{\circ}$  east. This is apparently not Ascension itself but where the natives

come from or what New Group means is not clear. It may be Pakein.

41  
48. Bark Seashell of Warren. William Martin, Master. The log book is kept

by George Wheldon.

a. Byrons Island, Sept. 30, 1853. "we headed for the land and countless

canoes left the island to meet us. Each canoe was well supplied with hats

for which they received tobacco, their hearts ideal, and to get rich some of them

would not hesitate to commit murder, but through the prudence of our

captain had they attempted anything of the kind, they would have been

roughly received. By 12 noon one of the men at the masthead counted 87

canoes around the ship. The natives came aboard in swarms selling their

hats and nuts (~~etc~~). For a sennet hat worth 75 cents at home we paid one

piece of tobacco worth 3 cents. There are several white men on these islands,

some of whom have been here several years, according to all accounts they had

lead a miserable life. I asked one intelligent looking young man why he

lived there, his answer was that he could live there without working. The

natives of this group of islands are entirely nude with the exception of a cov

covering made of grass worn by the female around the waist. The negro

fowl, shells, etc., there is a king on this island who will not allow any



that we took from Bowditch's Island, left us to take up his abode here.

The Elizabeth had touched <sup>here</sup> in two days before with 1150 barrels of oil on board, beating us since we saw her <sup>by</sup> 200 barrels. The natives are very expert thieves for after they left the ship we found they cleaned the fore-castle of knives, spoons, etc. They would often sell a hat, then steal it and sell it again. This island is low and sandy, is covered with coconut trees and can be seen from the masthead about 18 miles. <sup>then wanted to go</sup>

b. Roche's Island, October 1, also Per<sup>u</sup> Island (apparently they are between the two) the natives came on board and traded their hats, nuts, shells, fowl, etc., for tobacco." <sup>just before 4 o'clock the natives</sup>

c. Clarks Island, Oct. 3. "there are 4 white men living on this island. We bought a large quantity of tickimimi made from the sap of the coconut tree at this island, it is a sort of molasses but a great deal better to eat on duff." <sup>Balls of Fairbairn and the Maria of New Bedford were standing</sup>

d. Drummonds Island, Oct. 4. "the natives gave chase and two canoes <sup>then in</sup> succeeded in getting along side but we wanted to weather the island and they were cut adrift. About 4 p.m. the old man hove to <sup>then</sup> and let them come aboard. They brought shells, fish, mats, etc. Lieutenant Wilkes <sup>was</sup> with the U. S. Exp. Exp., visited this island in 1840. He had one of his men killed by the natives for which he took a terrible retribution,

Killing, I understand, a hundred and fifty of them. <sup>also</sup> He bought a great number of Spanish dollars for a head of tobacco apiece <sup>and</sup> a quadrant and sextant which led to the conclusion that a ship had been taken there by the natives. <sup>11</sup>

e. Sydenhams Island, October 5. "Two ships have been taken at this island by the natives within a few years." <sup>got on deck they had saved us the</sup>

f. Woodleys Island. Oct. 7. "A few canoes came off to sell their fish, fowl, shells, etc., there is a king on this island who will not allow any white.



men to live there. The second mate went ashore with the boat's crew and came back in about 2 hours highly pleased with his visit. The captain bought 4 large turtle for 4 heads of tobacco each."

h. Ocean island, Oct 14. "several canoes came off with squashes, fowls, etc., which the captain bought for tobacco. There are three white men living on this island, leading the same wretched life as the natives, they came on board to beg a little tobacco. One of them wanted to get some medicine from the captain, he being afflicted with a loathsome disease."

g. Hope Island, April 28, 1854. "just before 4 o'clock the natives came along side in their canoes; when we were off the weather end of the island, we backed our main topsail and let them come aboard. The trade here is principally nuts and coconuts. Quite a sad accident occurred a short time ago, the Bark Belle of Fairhaven and the Murin of New Bedford were standing in towards the land, according to custom the natives came out to meet them in their canoes, when about 8 miles from the land a heavy squall came up which upset their frail canoes and before the ship could render <sup>them</sup> any assistance 50 of their number were drowned. The Marin picked up about 80 more in an exhausted condition. The natives reported that an English Man of War had touched there a few days previous. These natives are expert thieves and will steal everything within their reach.. About an hour before the canoes came along side I came out of the hold, where I had been at work, and took off my frock and hung it on a belaying pin on the forecastle and went to the masthead. While I was aloft I thought of my frock and resolved to take it below when I went down but when I got on deck they had saved me the trouble. It was probably safely stowed away in one of the hundred canoes



- that were around the ship, together with a new jackknife that was in the pocket and will probably be offered for sale <sup>in</sup> ~~on~~ the next ship that touches here. They also stole 12 heads of tobacco out of my chest in the fore-castle, which I just got of the captain to purchase some hats and mats."
- h. Simpsons Is. May 2, 1854. "two canoes came off.....finding that there was no chance of trading at Simpsons island, at noon we squared the yards and run off for Woodleys Island.. This was the best island that ~~was~~ <sup>we</sup> visited last season, but since we were last there there had been trouble. The cause, as near as I could find out, I learned from one of the crew of the Narragansett, which ship we spoke just before we left New Zealand. It appears that a right whale ship touched <sup>here</sup> a few months ago and the natives tried to take possession of her, in the attempt three of the ships company were killed. The natives, however, got worsted and 40 of their number ~~w~~ slain. It is possible that the natives had some cause for the attack as it was but a short time before that our 2nd mate with a boats crew <sup>w</sup> went ashore on the island and the natives showed no signs of hostility whatever. Indeed it has been so at every island we've been to in the group. We bought some fish of them."
- j. Covalls group, May 5. "The Elizabeth reported having been chased by the natives of this island or islands in several <sup>large</sup> ~~war~~ canoes. We saw no signs of anything living.
- k. Perote Island. Sept 29, 1854. "The natives seeing the ship had already <sup>off</sup> ~~shoved~~ their canoes and were putting out to the ship. They had galled the whales with their canoes so that we could not get near them, after chasing them ~~for~~ 3 hours the old man finding it difficult to keep the natives from boarding the ship set the signal to come aboard. When they got aboard the natives crowded over the side by dozens to dispose of ~~their~~



hats, mats, fowl, shells, etc. This continued til about half past ten when we lowered again for the whales after driving all the natives from the ship." This is followed by a period of chasing whales. "The natives then came aboard and remained until sunset. We found at this island a boat's crew who had deserted from the ship, Commander Morris of New Bedford, rather than endure the tyranny <sup>of a tyrant</sup> <sub>upstart</sub> any longer in the dead of night they lowered a boat and put off 200 miles from land trusting to their little knowledge of navigation and the assistance of providence to guide them to a place of refuge. After being 3 days at sea and being chased the whole of one day by their ship they made this island where they were hospitably received by the natives. One of them shipped before the mast with us, the others chose to remain and run the risk of being taken off by merchant men than go again in a whaleman. Though there is probably not one merchant ship passes here in six months and they are not fond of taking <sup>off</sup> beachcombers unless they are shortmanned."

l. Drummonds Island, Oct. 2; "About 25 canoes came off bringing fish coconuts, <sup>t</sup>pickimimi, mats, etc. One of the Kanakas, a native of Hope Island, quite a young lad, was shipped by the captain as one of the crew. He was entirely naked with the exception of a mat he had around him. The old man sent him forward and told us to use him well and learn him something. One gave him a shirt another a hat, pants, etc. We then cut his hair, put a knife in his pocket, Christened him Hope and had him metamorphosed into a Yank<sup>ee</sup> sailor."

m. Simpsons Island, Oct. 4. "We hove to off the lee end of Simpsons Island, finding the natives rather backward in coming off, We filled away and kept off for Henderville Island..... <sup>raised</sup> ~~graced~~ Woodells Island on our lee bow..... our old friend the king was one of the first aboard and



was much pleased to see us. We traded with them til sunset when learning <sup>that</sup> they had some hogs ashore and the moon being full we agreed to wait until they brought them off. The island with lights twinkling from one extremity to the other presented a beautiful appearance by moonlight. At 10 o'clock a canoe came along side with the hogs, 3 in number, so miserably lean were they that you could hang your hat on any part of them. One of them came forward and leaned against the foremast awhile, then fell down and had to be helped up again.

h. Pleasant Island. Oct. 5; at Pleasant Island 7 am the natives were along side in several large canoes, our captain would allow only one native out of each canoe to come aboard, as it is only 10 months since that the brig Julia was taken by these same natives and all hands killed. A number of ships had touched here lately all bound to the westward. The captain brought a number of hogs and chickens, and a few fowls.

g. Strong Island. Oct. 16, 1836; "Lowered starboard boat to take the captain ashore; when they arrived the entrance of the harbor they met the captain of the ship Louisiana of New Bedford, and the pilot coming off to the ship. As soon as they boarded us we lowered all our boats, and together with two from the Louisiana and two from the island making seven in all we stood for the harbor and dropped our anchor in 7 fathoms of water, about a dozen ship's lengths from the shore. We had not got our trills furled before the missionary, the Reverend Mr. Gray, came aboard to learn all the news such as we had."

- The 17th; they got 100 coals of water.
- The 18th; they got some heavy negroes wood.
- The 20th; the starboard watch the night liberty.



(Apparently the ~~was~~ Providence, July 1966. this watch). "When we got ashore  
 They wanted an axe and 10 head of tobacco apiece for them, which the  
 captain would not give. While they were putting them in the canoe to  
 take them off one of them accidentally rolled overboard and in the con  
 fusion we braced forward and left ~~the men~~ <sup>them in the</sup> march." During the day in  
 o. Ocean Island, Oct. 6; the ship lies off and on til morning and the  
 next morning heaves to within a mile of shore. "However no canoes came  
 off <sup>and</sup> as we braced full, heading northwest." Local affairs of the island.  
 P. Pleasant Island. Oct. 8; at Pleasant Island "at 4 p.m. the natives  
 were along side in several large canoes, our captain would allow only one  
 native out of each canoe to come aboard, as it is only 18 months since  
 that the Brig India was taken by these same natives and all hands killed.  
 A number of ships had touched here lately all bound to the westward. The  
 captain bought a number of hogs and coconuts, also a few fowl." ~~nothing here~~  
 q. Strong's Island, Oct. 16, 1854; "lowered starboard boat to take the captain  
 ashore; when they arrived the entrance of the harbor they met the captain of  
 the ship Louisiana of New Bedford, and the pilot coming off to the ship. As  
 soon as they boarded us we lowered all our boats, and together with two  
 from the Louisiana and two from the island making seven in all we towed her  
 into the harbor and dropped our anchor in 7 fathoms of water, about a  
 dozen ship's lengths from the shore. We had not got our sails furled before  
 the missionary, the Reverend Mr. Snow, came aboard to learn all the news.  
 such as we had." A native of England 56 years of age and has friends  
 living in Boston. The 17th; they get 20 casks of water. his death or  
 anything relating to The 18th; they get some heavy mangrove wood. can be for-  
 warded to his relations The 20th; the starboard watch has shore liberty. ~~not~~



and without a coffin was placed <sup>journal</sup> in the sand close to the sea." (Apparently the writer of this ~~ship~~ is in this watch).

Oct. 31. "We brought off a large log to make we hardly knew what to do with ourselves, the majority of us went into the hut of one of the principle chiefs, rejoicing in the dignified name of Oeaser, and had a long talk with some of the whites who had left ships and were living on the island til an opportunity offered to leave it. During the day in

company with a shipmate, I paid a visit to the missionary who lives on a small island at the farther end of the harbor. He gave us a kind reception and considerable information concerning the local affairs of the island.

He has been here about 2 years and made quite an impression on the natives under the reign of the King George, over whom he had considerable influence. But the old King died about a month before our arrival, and with his death vanished all the hopes of the missionary. The whites on the island say that since the King's death he has lost all he ever gained. It is useless for him to stop on this island for all the missionaries in the Pacific do nothing here without first gaining over the chiefs to their cause. But the children who have attended Mr. Snow's school have done well. I saw some of the writing of a small girl that would have done credit to one-half of the adults of our country."

Oct. 24. "The natives had a great feast ashore today.

Oct. 26. "The natives had another feast today. A

man known by the name of Andrew left here by the ship Gayhead, was buried on shore today. He was a native of England 56 years of age and has friends living in Boston. He refused to tell his real name before his death or anything relating to his past life, consequently no information can be forwarded to his relations of his decease. His body was sewed up in a <sup>a</sup> coarse mat



and without a coffin was placed in a grave dug in the sand close to the sea."

Oct. 31, "We brought off 4 large logs to make davits and a boat load of coconuts and taro."

Nov. 1. This log leaves off on Nov. 1, while they are still at Strongs Island.

Volume 2 of the same log.

Nov. 3. The pilot came aboard and seven boats towed us out of the passage. "The man we took off of Perouts Island was left behind at his own request."

r. Hope Island, April 17, 1855; the natives come off to trade.

s. Drummonds Island, April 19; "the natives came off in great numbers, 3 white men who are living on the island also came off.....The lookout at

the fore top gallant masthead espied a Kanaka snugly stowed away in the ship's bow. The land was <sup>full</sup> 12 miles off and the boat containing two white men with a crew of Kanakas were about 2 miles off, pulling into the land.

We lowered a boat and put the Kanaka into it. The boat's crew jumped in and shoved off, and with a strong pull gave way to overhaul them. In

3/4 of an hour we came up with them but they refused to take him aboard, and after a few minutes parley the 3rd mate pitched him overboard and we up with our sail and stood back to the ship. We saw the Kanaka get into the other boat shortly after."

t. Ascension Island, <sup>MAY</sup> ~~MAR~~ 4. "at noon a boat containing a white pilot and Kanaka crew boarded us, we learned that 52 ships had visited the island during the past season and that the Miantonomi had gone ashore and was a



total loss..... We braced full after receiving this piece of information and kept on to the lee end of the island to a harbor that had been visited by our captain before. About 2 o'clock a pilot took us into a harbor almost entirely surrounded by reefs where the anchor was let go about half a mile from shore in 15 fathoms of water..... There are two missionaries on the island one of whom has been here over two years, but they have as yet done <sup>nothing</sup> ~~anything~~ with the natives. The smallpox made terrible ravages here a few months since, sweeping off about 3000 natives, about 1/3 of the population. Almost every native I saw was more or less marked with that fatal disease. It was brought here in a ship from Oahu, the natives were told not to go ~~near~~ near the ship but go they would and hence the consequences. After providing the ship with a supply of wood and water sufficient for a cruise in the Japan seas and giving 4 days liberty to all hands, ~~on the~~ ~~board.~~

~~12th~~; on the morning of the 12th with a pilot aboard, we took our anchor, made all sail and went to sea."

u. Strong's Island, August 29 ~~at Cape Island, and the natives came on board.~~

v. Robins Island, August 30; "I paid a visit to the missionary, <sup>is</sup> Mr. and Mrs. Snow and was glad to find them in good health, Mrs. Snow looking better than when I last saw her." Feb. 21, 1853; Position is given as 17° 3' N. 165° 3' E.

The pilot comes August 31. "Captain M, and Captain S., bought a bull of the king today and a boat's crew from both ships went ashore to capture him and get him aboard of our ship (the other ship referred to is the Martha) It was really a laughable scene throughout, two or three with a coil of rope followed by a dozen more with 50 natives at their backs shouting and holloing like mad men. After a long chase we made fast to him and got him down to the beach, from there swam him off to the ship and hoisted him in, the best butcher we had then despatched and dressed him. The ship was crowded with natives who had



1. Pleasant Island, Nov. 30; the natives come on board with hogs, fowls, and coconuts. They come on board again on Dec. 2, and Dec. 3, and trading was never seen anything of the kind before, as this was the first beef that had been killed on the island."

Sept. 3; "the old man bought a large turtle today of one of the chiefs. ~~We~~ weighed about 300 pounds."

42

49. Ship Clematis of New London, William Benjamin, Master.

a. Pleasant Island, Feb. 12, 1852; "a number of canoes came off with coconuts etc. March 16; They leave."

b. McAskills Island, Feb. 20; "at 9 a.m. passed the islands saw a number of natives on the beach. They are low islands covered with coconut trees." (apparently he does not stop here.)

43

50. Bark Seashell of Warren. Paul Ware, Master

a. Byrons Island, Oct. 15, 1857; "at 4 the natives came on board."

b. Roches Island, Oct. 23; ~~at roches island~~ the natives come aboard.

Oct. 24; the natives are aboard again, and trading is going on. ~~at roches island~~, Aug. 31, 1859; Back at Ascension Island. The pilot

1 c. Hope Island, Feb. 5, 1858; at Hope Island, and the natives come on board.

d. Roches Island, Feb. 7; at Roches Island again, the natives come on board again.

e. No island <sup>name</sup> is given, Feb. 21, 1858; Position is given as 40°43' N. 165°3' E. The pilot comes on board and they anchor. The next few days are spent getting water and wood.

March 12. The ship gets under way again. (This apparently has been at Strongs Island.) I wait 2 or 3 weeks."

f. Peroat Island, Oct. 4, 1858; the position given as 1°46' S. 175°41' E. The natives ~~are~~ come on board.

g. Clarks Island, Oct. 5, 1858; and the natives come on board again.

h. Ocean Island, Nov. 16; the natives come on board. on board with hogs, fowls coconuts and turtles.



- i. Pleasant Island, Nov. 30 ; the natives come on board with hogs, fowls, and coconuts. They come on board again on Dec. 2, and Dec. 3, and trading goes on.
- j. Ocean Island, Dec. 26; and the natives come aboard with fowls, turtle and pumpkins.

Dec. 29 and Dec. 30; at Ocean Island ~~also~~, natives aboard both days.

Feb. 27, 1859

- k. Ascension Island./ The pilot comes on board and they anchor in the middle harbor and spend the next few days getting water and wood.

March 16; They leave.

- l. Henderville Island, June 24; the natives come on board with coconuts and fowls.
- m. Woodles Island June 25; the natives come on board "took William Swain from Woodle Island to land him at some other Island."
- n. Haws Island, June 27; one canoe comes along side and when the canoe leaves they take William Swain on shore.
- o. Ocean Island, July 7; natives come off.
- p. Ascension Island, Aug. 31, 1859; Back at Ascension Island. The pilot comes on board and his name is given as John Goliah. They anchor in the weather harbor and proceed to get wood and water.

Sept. 11; they get under way. Two men, William and George, who are both natives from the Horn Island desert on this day. "Took a boat and went to the middle harbor with the pilot but could hear nothing from the deserters."

Sept. 12: "I think there is no prospect of my getting the two men that deserted unless I wait 2 or 3 weeks."

- q. Wellingtons Island, Sept. 12, 1859; A boat comes out from the Island.

Sept. 13; the ship sends a boat ashore <sup>at Wellington</sup> and it returns with 4 turtles.

- r. Pleasant Island, Nov. 11, 1859; the natives come on board with hogs, fowls coconuts and turtle.



44

51. Ship Sharon of Fairhaven. Howes Norris, and Thomas H. Smith are the two masters. This journal is probably kept by the cooper.

a. Hope Island, May 3, 1842: "There was about 20 canoes come along side to trade. They brought mats, shells, coconuts and hats."

b. Byrons Island, May 5; "about 50 boats come off to trade. Brought off coconuts and mats. We took one boat in tow a good ways from land supposed they had lost sight of land. There was about 30 in the boat, men and women and children."

c. Woodley Island, May 13, 1842; "about 40 canoes come off to trade with coconuts, shells and mats for tobacco."

d. Ocean Island, May 31, 1842; Canoes come off to trade with coconuts and chickens for tobacco."

June 9; at Ocean Island again "lowered away the boat and set a man ashore, one that come aboard to ship but did not like, he had been aboard 4 days on trial."

e. Pleasant Island. June 16; A number of canoes came off to trade, brought chickens and coconuts."

June 18; at Pleasant Island; canoes come off to trade bringing shells, chickens and coconuts.

July 1; at Pleasant Island again and the canoes come off to trade for coconuts, chickens for tobacco.

July 2; again trading for chickens.

July 6; again at Pleasant, several canoes come off to trade.

July 7; 3 canoes come off to trade and they bring 8 coconuts and chickens, and shells.

f. Ocean Island, Aug. 3; about 25 canoes come off to trade chickens, coconuts and hats and some shells for tobacco.

g. Strongs Island, Oct. 6; canoes come off to trade, they bring 8 coconuts, they do not go into port.



h. Wellingtons Island, Oct. 12; Several canoes came off and brought coconuts, and bananas and taro.

i. Ascension Island, Oct. 14; took a pilot but did not get into anchor.

The ship <sup>Edward</sup> Correy of Nantucket is lying at anchor. "The second mate blowed off his hand by loading a gun."

Oct. 15; They come to anchor at Ascension about a half a mile from the shore. "Bought 1 hog, some fish, and plenty of girls for tobaccor and shells for tobaccor."

Oct. 16; lying at anchor at Ascension "Bought some shells, and yams, and coconuts."

Oct. 17; "took raft of casks ashore and filled them and took them aboard the ship..... got off two boatloads of wood, bought 3 hogs and a lot of yams, some shells, some chickens."

Oct. 18; got 100 barrels of water and two boatloads of wood and some yams.

Oct. 19; "got off a raft of water, and two boatloads of wood, and 4 men run away in the night."

Oct. 20; the 4 runaways were caught and they got 2 boatloads of wood.

Oct. 21; 3 boatloads of wood and a raft of water.

Oct. 23; "twelve men went ashore on liberty and 8 of them run away."

Oct. 24; the other watch went ashore on liberty and 2 run away"

Oct. 25; "4 men went ashore on liberty and 1 run away. Got 1 boatload of wood."

Oct. 27; the ship gets out of anchor. "We had a spyglass taken from the main top gallant masthead and several pieces of riggin and 1 man run away."



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j. Pleasant Island, Nov. 14; <sup>and</sup> get some chickens. It is Captain Norris who has been killed. Feb. 12, 1851; laying off and on at Upolu Is. 1851

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 52  
Bark Sun of New Bedford, Sept. 1861. Thomas B. Smith Master, the journal is kept by a boat steerer/

a/ Byrons Island, Sept. 11, 1861; "the canoes came off to us and such a jabbering you never heard in all your life. We got some hats from them at the rate of 1 head of tobacco apiece. At 3 p.m. they all started for the shore <sup>again</sup> with the exception of one white man. He stowed himself away with the intention of going in the ship." Sept. of New Bedford, Gilbert J. Place, Master.

The journal is kept Sept. 12; "at 8 a.m. the canoes began to come off as thick as fiddlers..... and as bare as they came into the world." for coconuts,

b. Ocean Island, Sept. 23; the canoes come on board, and a boat goes ashore and got some fowl and also shipped one of the Kanakas. for coconuts. At 4 p.m.

53. Ship Swift of New Bedford, Frederick Vincent, Master. of the natives with us."

a. Byrons Island, Aug. 31, 1850; Canoes come off. with coconuts, fowls, etc.

b. Hope Island, Sept. 13, 1851; "at 5 got down to it and discharged 4 natives that we got from there last year, and one that we shipped at Upolu."

c. Drumsards Island, Nov. 5; Lay on and off at Drumsards Is. to trade with the natives. "Found them much poorer here than at the other islands of this group."



fowls; c/ Roaches Is. and, Sept. 24; the canoes come off and they trade for coconuts then 8 more canoes come off and they trade for 3000 coconuts and 250 fowls and 3 green turtles and they got two natives, altogether 72 canoes come off.

Tape 7, continuing Providence, July 1966.

47

54. Ship Trident of New Bedford, Marcus W. Taber, Master.

a. Simpsons Island, March 20, 1853; ~~where~~ some natives come on board.

48

55. Ship Zephyr of New Bedford, Thomas J. Smith, Master. Captains journal.

a. Hope Island, Jan. 28, 1845; the natives come off and two white men with them, but they bring nothing with them.

b. Roches Is. Jan. 30; the natives come off bringing many fowls.

c. Simpsons Is. Feb. 12, 1845; Laying off and on at Simpsons Is. The captain discovers a woman hidden in the forecastle, and drives her out to

her canoe. Dec. 20, 1842; at 6 a.m. made Ravens Island bearing south

d. Ocean Island, Feb. 11, 1846; sent two boats ashore for wood.

49

56. Bark Wolga of Fairhaven, Grafton Luce, Master.

e. Strongs Island, Feb. 13, 1851. "laying off and on at Strongs Island in hopes the natives would come off to trade but none came off."

50

57. Ship Wilmington and Liverpool Packet of New Bedford, Gilbert J. Place, Master.

The journal is kept by Samuel N. Brush.

a. Byrons Island, Sept. 30, 1842; "and traded with the natives for coconuts, hats, mats, etc.

b. Hope Island, Oct. 1, 1842; "sent one boat on shore for coconuts. At 4 p.m. the boat returned and we kept off southwest. Took one of the natives with us."

c. Clarks Island, Oct. 16; several canoes came off with coconuts, fowls, etc.

Oct. 19; laying off and on at Clarks Island and trading with the natives for coconuts.

d. Drummonds Island, Nov. 5; Lay on and off at Drummonds Is. to trade with the natives. "found them much poorer here than at the other islands of this group."



They brought nothing but a few green coconuts and broken shells."

e. Clarks Island, Nov. 11, 1842; laying off and on at Clarks Island, and trading with the natives.

f. Ascension Island, Nov. 26; the pilot comes on board and they keep off for the lee harbor. There employed watering and taking wood on board for the next few days.

Nov. 27; the Schooner Thomas Crisp of London comes in. (the next page is torn out of this journal and so there is a gap between Nov. 29 and December 12, but apparently when it resumes on Dec. 12 they are still at Ascension Is.)

Dec. 13; The Swedish Brig came in from Sydney. They attempt to get out of harbor for several days and finally succeed in doing so on Dec. 18.

g. Ravens Island. Dec. 20, 1842; "at 6 a.m. made Ravens Island bearing south at 12 Meridian, sent a boat on shore."

Dec. <sup>21</sup>~~12~~; laying off and on at Ravens Island, to trade for hogs, etc.,

Dec. 22; two boats on shore.

Dec. 23; the boats come on board.

h. Hope Island, Jan. 8, 1844; trading for coconuts and mats.

i. Barings Island, Jan. 13; the canoes came along side and they bought plenty of hats and coconuts, and mats. "Many of the fair sex on board to trade you may know what for."

j. Hope Island, Jan. 18; the natives come along side and trade for hats, brooms, and the women come aboard.

Jan. 19; still at Hope Island; and the natives are along side trading again.



k. Ocean Island, Jan. 28; sent the boat on shore and got some fowls and "we have the ladies on board."

l. Pleasant Island, Jan. 30; "the ladies came on board to trade with hats and mats, the same as usual."

m. Strongs Island, Feb. 4; the captain goes on shore, can find no anchorage and came on board to lay off and on for the night.

Feb. 25; they sail from Strongs Island harbor, leaving the James Stewart in the harbor.

End of Providence log books, for July 1966.



1. Off Dundas Is. (Nov. 23) canoes in chase after the ship

Tape # 7

2. End of Provident Log Books

3. Begin - New Bedford Public Library Log Books.

Tape #1

4. Henderilles Is. Nov. 29; canoes came off with trade.

1. Emily Morgan, 1842-1846.

a. <sup>Yrons</sup> ~~Byrons~~ Island, May 30, 1843.

May 31; the canoes came off.

b. Dundus and Henderilles Islands, June 9; in the evening the canoes came off to the ship. "fired at them to drive them back." "Took from the shore a white man."

c. Sydnam Island, <sup>June</sup> ~~July~~ 20, 1843; two canoes in sight. The ship speaks to the canoes and finds, as near as they could understand, that they were lost. They gave them some water and pointed them for the land.

June 23, 1843; picked up a lost canoe with six natives in a state of starvation. This was at  $174^{\circ}10'$  E. and  $1^{\circ}10'$  S. The other canoes referred to a couple of days before were at  $174^{\circ}20'$  E and  $1^{\circ}28'$  S.

June 27, 1843; one of the natives from the canoe they picked up died and they buried him.

d. Drummonds Island, June 29; they sent the canoe on shore.

e. Drummonds Island, Aug. 19, 1843; the canoes came off with trade.

f. Drummonds Is. and Sydnam Is. August 28, 1843; and the canoes came off.

g. Simpsons Is. Sept. 16, 1843; the canoes came off with trade.

h. Dundus Is. Sept. 20, six miles off; <sup>Dundus</sup> ~~and~~ the canoes came off with trade.

i. Simpsons Is., Sept. 24, 1843; canoes came off with trade.

j. Dundus Is. Sept. 27, 1843; 12 miles off of Dundus Is. a man named Blake that the ship had taken on board from this island in distress earlier deserted in a canoe while the boats were in pursuit of whales.



- k. Off Dundus Is. Sept. 29, 1843; canoes in chase after the ship
- l. Near Hawl~~l~~ Is. Oct. 19, 1843; one canoe came off.
- m. Simpsons Is. Nove. 10, 1843; stood in shore, canoes came off with trade.
- n. Hendervilles Is. Nov. 29; canoes came off with trade.
- o. Ocean Is. Dec. 7, 1843; busy trading with the natives and shipped a native of the island.
- p. Byrons Is. March 29, 1844; back at Byrons Is., stood in shore, canoes came off in chase. Stood away from them.
- q. Sydnam Is. April 3, 1844; saw several canoes from some distance off.  
 ← April 16, 1844; at longitude  $172^{\circ}44'$ , latitude  $0^{\circ}55'$  S.  
 "picked up two canoes with six men and one woman, took them on board and took the canoes, in, made all sail. Saw one to the windward but lost sight of them. The canoes came from Hope Island as nigh as we could ascertain."
- r. Hope Island, May 9, 1844; stood on shore. Canoes came off (the writingg isn't clear but it looks as though) they put ashore here the natives that they had previously picked up.
- s. In the passage between Sydnam and Drummonds Is. May 28, 1844. canoes came off with trade.  
 no island<sup>name</sup> mentioned; May 30, 1844; longitude  $174^{\circ}28'$ , latitude  $1^{\circ}6'$  S.  
 The canoes came off with fish.
- t. Near Drummonds, Is. June 17, 1844; ~~Near Drummonds Island~~ Stood into the passage, and the canoes came off with trade.
- u. Off of Sydnam Is. June 21, 1844. canoes came off.  
 July 9, 1844; canoes came off to trade.
- v. Roaches Is. July 15, 1844; canoes came off with trade.
- w. Simpsons Is. July 26, 1844; canoes came off with trade.



x. Dundus and Hendervilles Is. <sup>in sight</sup> Aug. 1, 1844; ~~in sight~~, canoes came off with trade.

y. Ocean Is. Aug. 5, 1844; the ship stands into the land and the boat takes a raft with 12 casks on shore for water. Discharged a native of the island here and took on board a native of Rotumah to work his passage.

Aug. 6; left on shore one man in consequence of ill health.

z. Ocean Is. Aug. 19, 1844; and went on shore and took off <sup>the</sup> raft of water.

A-1 Drummonds Is. Sept. 17, 1844; canoes came off with trade.

a-2 Bryons Is. Sept 29, 1844; stood into the land, canoes came off, shipped one man.

<sup>Bathot</sup> 2. ~~Ship~~ Elizabeth Swift, 1859 to 1863. Josiah E. Chase, Master.

a. Perote Is. Sept. 1, 1860; several canoes came on board.

b. Hendervilles Is. Sept. 8, 1860; ship laying off and on the land trading with natives for hogs and fowl.

c. Woodels Is. Sept. 9, 1860; trading with the natives for hogs and fowls.

d. Bryons Is. Aug. 12, 1862; Two years later the ship is back at Bryons Is.

e. Roches Is. Aug 13, 1862; the canoes come along side to trade for hats and mats, and a native stows <sup>away</sup> aboard from Roches Island.

f. Clarks Is. Aug. 15; and the canoes came along side to trade. The ship came to anchor at Clarks Is. in order to trade. on August 16

Aug. 16; in order to trade for molasses. On this day a native by the name of Harry joined the ship.

Aug. 17; the ship got under way again for Drummonds Island.

g. Drummonds Is. Aug. 18; lay off and on Drummonds Is. trading with the natives for molasses.. 1867; Mr. Smith, 2nd officer started for middle

h. near Sydnams Is. Aug. 19. "Stowing down coconut oil in the main hatch."

3. Bark Elizabeth Swift, 1863 to 1866.



3. Bark Elizabeth Swift, 1863-1866.

- a. Byrons Is. Jan. 3, 1867; the natives come aboard. One Kanaka that we shipped in San Francisco wished to be set ashore on Byrons Is. as he was sick; the captain let him go ashore.
- Jan. 4, 1867; James P. Ryan asked Captain Pontius to let him go ashore here on Byrons Island. So he let him go. Ryan had been shipped in San Francisco as a foremast hand.
- b. Close to Byrons, Jan. 6, 1867; natives aboard trading for coconuts and broom stuff.
- c. Hope Island, Jan. 7, 1867; several canoes came off Ebon, and brought
- d. Roches Island, Jan. 11, 1867; the captain went on shore and traded for chickens and coconuts.
- e. <sup>Yhons</sup> Byrons Is. Jan. 20, 1867; shipped one Kanaka here. Some natives came aboard and traded for broom stuff. One native wished to go on the ship, and we kept him.
- f. Ascension Island. Feb. 6, 1867; off Ronakity harbor.
- g. Ronakity harbor, sent a boat ashore after a pilot and came <sup>to</sup> anchor.
- h. the next few days the men <sup>were</sup> employed getting water aboard and on ship duties.
- i. Feb. 9, 1867; Captain Pontius and the Reverend Mr. Sturgis left at 7 a.m. for Ant Island in the starboard boat, and arrived at 3 p.m.
- Feb. 10, 1867; two men deserted, also <sup>Bill</sup> ~~the~~ a Kanaka from Ebon and ~~at~~ Brown.
- Feb. 13, 1867; "carpenter drunk on duty, also one native off Ebon. Mr. Sturgis paid us a visit today."
- Feb. 17, 1867; "Mr. Smith, 2nd officer started for middle harbor in a canoe..... Captain started for Moduc harbor."



Feb. 18, 1867; the captain is back and reports two ships at Moduc, the Adeline and the Florida. They got 1000 coconuts today.

Feb. 19, 1867; got 380 coconuts.

Feb. 21, 1867; Mr. Doane, the missionary, paid a visit to the ship.

Feb. 22, 1867; they estimate they got 32 boatloads of wood in all and about 4000 coconuts.

Feb. 23; looking for the deserters.

Feb. 25; shipped three men, named Miguel, two natives of Ascension. One of the men that deserted the ship, named Brown, was brought back in irons. But the Kanaka from Ebon, we did not get.

Feb. 26, 1867; discharged one man, named Alfred Davis by mutual consent, and got under way on this date from Ronakity.

4. Bark Eugenia, 1865 to 1868.

a. Pleasant Island. Jan. 29, 1868; and the boats go ashore to get wood and some hogs.

b. Aborn (Ebon), Feb. 6, 1868; stood into the land and got one native.

5. Bark Eugenia from New Bedford, <sup>beginning</sup> Oct. 6, 1859, under S. Hamlin, Commander.

a. Perote Is. Aug. 28, 1860; "we were visited by a great number of canoes."

There is a pencil drawing of the island which is labeled "Perote, one of the Kingmills group, Island of Hats."

b. Ocean island. Sept. 11, 1860; a few canoes come along side but brought no trade.

c. Pleasant Is. Sept. 13; the natives come off in great number. Bought four pigs."



d. Perote Is. Aug. 21, 1861; a year later, under the lead of Perote Island

"All day trading for hats with the natives in company with the Addison."

6. Ship Adeline of New Bedford, Captain John W. Soule.

e. Simpsons Is. Aug. 27; were boarded by canoes, found the trading Brig

Freak, Captain Fairclough lying at anchor.

f. Henderville Is. Aug. 27; a few canoes came off with a few shells and

boat went on shore and bought 3 pigs, one hatchet a pig. Plenty of hogs

on the island.

g. Woodle Island, Aug. 28; lying off and on at Woodle Island, got 12 pigs.

2000 coconuts.

h. Ocean Island, Sept 9; trading for 14 hogs, 30 chickens, and a lot of

broom stuff.

i. Pleasant Island, Sept. 20; laying off and on Pleasant Island, in company

with the Gazelle. Got off 16 hogs, 3 boatloads of wood, 2000 coconuts,

10 barrels of coconut oil.

j. Ascension Island, Feb. 12, 1867; they come to anchor in "Reddy's Harbour"

They employ the next few days with ship's duties getting wood and water.

March 1; they get under way again.

k. Hope Island, Dec. 28, 1867; the canoes came along side and they buy a

few coconuts and chickens.

l. Byrons Island, Dec. 30; a few canoes come off.

m. Ocean Island, Jan. 19, 1868; they buy a lot of chickens and coconuts.

n. Pleasant Island, Jan. 24; they get a lot of hogs and coconuts here.

o. Wellingtons Island, Jan. 31; one boat come off to the ship.

p. Ascension Island, Jan. 31; the same day they come to anchor in Reddy's

harbour and they begin to take off water and wood.



Tape #2

Feb. 12; the note reads "4 men runaway."

New Bedford, July 1966

Feb. 14; they sail out of Hadleys harbor. "tying off and on

6. Ship Adeline of New Bedford, Captain John M. Soule.

waiting for to get one man. They continue until the 17th when the note

a. Hope Island, Jan. 4, 1867; the latitude is given as 1°25' N. longitude 176°25'. the captain had gone on shore the day before. "Came on board

with one Jan. 5; 4 or 5 canoes came along side with a few chickens for sale.

b. Roaches Island, Jan. 12, <sup>9 13</sup>1867; 4 or 5 canoes come off to the ship.

c. Byrons Island, Jan. 18; 4 or 5 canoes come off. two men."

d. Clarks Island, Jan. 19; several canoes come off to the ship. boat steerer,

e. Ocean Island, Feb. 3, 1867; Several canoes come off, and they sent not 2 boats in to trade for chickens. and steered away from the island."

7. Pleasant Island, Feb. 5; where they trade for coconuts, pumpkins, etc.

g. McAskills Island, Feb. 10, 1867; one boat comes off. the ship.

h. Wellingtons Island, Feb. 11; a boat comes on board, and they get a few hogs and other trade. a ship.

i. Ascension Island, Feb. 12, 1867; they come to anchor in "Hadleys Harbor"

They employ the next few days with ship's duties getting wood and water.

g. Wood March 1; they get under way again. 15 miles. The natives come off

to the j. Hope Island, Dec. 28, 1867; the canoes come along side and they buy a few coconuts and chickens. back at Woodie island, as they lie about 12 miles

k. Byrons Island, Dec. 30; a few canoes comes off.

l. Ocean Island, Jan. 19, 1868; they buy a lot of chickens and coconuts.

m. Pleasant Island, Jan. 24; they get a lot of hogs and coconuts here.

This n. Wellingtons Island, Jan. 31; one boat come off to the ship. of the journal of the ship Ann Alexander by Clement Cleveland Saville, a grandson,

public o. Ascension Island, Jan. 31; the same day they come to anchor in Hadleys harbor and they begin to take off water and wood. They left the ship at sundown to paddle their canoes about 7 miles to windward. There was some of the ladies came to be our wives."

Jan. 30, 1848; "When the decks were washed off there were several canoes came along side and 2 ladies. One of them could satisfy all hands easy enough; at least she did several and wanted more for a head of tobacco pipe."



Feb. 12; the note reads "4 men runaway."

Feb. 14; they sail out of Hadleys harbor. "Lying off and on waiting for to get one man." They continue until the 17th when the note reads that the captain had gone on shore the day before. "Come on board with one native they had caught."

Feb. 18; "The captain went on shore, returned at 5 with two natives they had caught." "Waiting to get the other two men."

Feb. 19; "The captain went on shore to see about the boat steerer, and the other man. Found that the king had stowed them away and would not give them up. Came on board at 3 and steered away from the island."

7. Ship Ann Alexander of New Bedford, Captain Sawtelle.

a. Byrons island, Jan. 29, 1848; The natives come on board the ship.

Jan. 30; still about 8 miles from Byrons island, and the natives come off to the ship.

b. Woodle island, Feb. 17, 1848; and Henderville island; the natives from Woodle island come on board.

c. Wools island, Feb. 22; a distance about 15 miles. The natives come off to the ship. Latitude is given as  $0^{\circ}15' N.$ , longitude  $173^{\circ}3' E.$

d. Woodle island, Feb. 24; back at Woodle island, as they lie about 12 miles off ~~and~~ the natives come on board.

e. Hope island, April 1; back at Hope island, the natives come on board from about 8 miles off.

This ends the log of the Ann Alexander, there is a published version of the journal of the ship Ann Alexander by Clement Cleveland Sawtelle, a grandson, published by the Marine Historical Assoc. of Mystic, Connecticut, # 40. The reference to Jan. 29, 1848 is as follows: "Byrons Island in sight and about 40 or 50 canoes along side with 4 or 5 natives in each. They left the ship at sundown to paddle their canoes about 7 miles to windward. There was some of the ladies came to be our wives."

Jan. 30, 1848; "When the decks were washed off there were several canoes came along side and 2 ladies. One of them could satisfy all hands easy enough; at least she did several and wanted more for a head of tobacco apiece."



(Still on page 52 of this book.)

"there was one white man came on board with some of the natives and reported the ship Triton Spencer, New Bedford with 700 barrels of sperm and taken by the natives at Hendersonville Is. and 16 of her crew crew massacred. It appeared to me from what he said there were some Portugues on the island that were concerned in the taking..... The natives while on board of us appeared perfectly harmless, the ladies in particular were very good natured and loving as you please." In consequence of this appar-

ently The Ann Alexander becomes very cautious for the entry of Feb. 18, 1848 reads: "at daylight handy to <sup>Halls?</sup> Hawls, Is. Saw a great many black fish and porpoises. At 7 lowered one boat for black fish, soon saw the canoes coming off, took the boat up and run off. Two canoes continued to chase til 11 a.m." This Hawls Island is given as latitude 0°58' N. 173°0' E.

It is the same island which in the log is spelled Wool or Hools Island.

8. Ship Charles W. Morgan, T. C. Lenders, Master.

a. Sydenhams Island, Jan. 4, 1865; a boat came on board. "Sold him a barrel of beef, some shoes, some butter, also traded for some fish."

b. Strong's Island, Jan. 19, 1865; "Stood in shore and traded for some hogs and coconuts."

c. McAskills, Jan. 20, 1865; "Stood in under the lee of the island and sent a boat on shore and traded for fowl and bananas."

d. Jan. 21. "laying off and on at McAskills Island.....Stood under the lee, sent a boat on shore and traded for fowls, coconuts and turtle."

e. Ascension Island, Jan. 22, 1865; Took a pilot and went into the middle harbor and came to anchor there.

Jan. 23, 1865; "The Reverend Mr. Sturgis and wife came on board."



Jan. 25; "traded for hogs and some fowls."

Jan. 28; "a seaman by the name of Josephene deserted."

Jan. 31; After spending several days at Ascension, on ship's duties and getting water and wood and alternate watches being on shore liberty ~~leave~~, they leave for sea in company with the Bark <sup>e</sup>Murline of New Bedford. They found two native stowaways.

f. Pitts Island, Dec. 23, 1865; "sent a boat in shore for trade not finding any, kept off." The latitude is given as 3°19' N. longitude 173°0' E.

g. Covells Island, Dec. 25, 1865; "ran down under the lee of it and at 4 p.m. the Captain went on shore. At 6 returned on board."

Dec. 26; still at Covells, "Captain and wife went on shore to trade for hogs. Took on board 6 hogs." "Took on board 6 hogs, 20 chickens and some freight for the island of Ascension."

g. Strong's Island, Dec. 29, 1865. "Saw Strong's island at 4 p.m., sent a boat on shore for hogs at the weather harbor."

Dec. 30, 1865; "laying off and on at Strong's island. At 7 a.m. ran down abreast of south harbor and the Captain and wife went on shore for hogs. Took on board 25 hogs, and at 2 p.m. the Captain came on board."

h. McAskills Island, Dec. 31, 1865; "saw McAskills Island, ran under the lee of it and came aback and two canoes came along side, but they asking too much for trade. Kept off west and made all sail."

i. Ascension Island. Jan. 1, 1866; the Captain and wife go on shore, also Mr. Cashman with a load of freight from the island of Ebon. The next few days are spent in getting hogs, chickens, coconuts and water.

Jan. 10 they go out to sea again.

Dec. 3, 1849; "a number of canoes off from Clark Island, bought coconuts, fowls, & birds. molasses, etc."



Jan. 4; "The captain sent me with a crew to take Mr. Sturgis up to the middle harbor. The same day, Jan. 4, "a seaman by the name of George Minor deserted."

Jan. 5; "The natives caught Minor, the deserter, and brought him on board, put him in irons."

Jan. 6; "Had the Reverend Mr. Doane and wife on board to dinner."

Jan. 10; "Two natives on board as seamen."

9. Bark Awashonka, Captain Smith.

a. Hope island, Nov. 15, 1849; in company with the Montezuma. They hove to off the island and traded with the natives for coconuts, mats, etc.

Nov. 20, 1849; back at Hope island, "were visited by some 60 or 70 canoes, having a few coconuts, mats, etc."

b. Rotches island, Nov. 23, 1849; "traded with a deckload of natives getting fowls, coconuts, etc., plenty."

Nov. 25, 1849; "stood along the leeward of Rotches island, some natives off. Did not trade."

Nov. 27; at Rotches. "A few canoes came off just at night. Bought a few fowl, coconuts, etc."

c. Hope island, Nov. 29; "stood along to the weather of Hope island. Some natives came off."

Nov. 30; "took a man from Hope island, left Bark Moore 3 or 4 weeks since."

d. Clarks island, Dec. 1, 1849; "made Clarks island at daylight, some natives off, brought a few coconuts, etc."

Dec. 2, 1849; bought a few coconuts, etc., of the savages."

Dec. 3, 1849; "a number of canoes off from Clark island, bought coconuts, fowls, 2 bbls. molasses, etc."



62 A

Dec. 26, 1849; "a number of canoes came off bought 3 or 4 hogs a few  
 e. Drummonds island, Dec. 4, 1849; "a number of canoes off, bought a few  
 coconuts, fish, etc."

f. Ocean island, Dec. 16, 1849; "several canoes came off from Ocean island  
 bringing nothing to trade worthy of note."

g. Pleasant island, Dec. 24, 1849; some natives off with a few coconuts.

Dec. 25; "plenty of natives on board from Pleasant island, 3  
 whites, etc., got 3 or 4 hogs, some molasses, coconuts."

10. *Blair's*, Captain Denton. *Blair's*, Captain Denton. *Blair's*, Captain Denton.

a. Pleasant Island, Aug. 28, 1842; "at 2 p.m. a canoe came along side with  
 17 large natives with some trade. At 4 p.m. 12 canoes in sight to windward."

b. Ocean Island, Sept. 3, 1842; unable to get ashore because of the weather,  
 but "a number of canoes came off with coconuts and some other articles for  
 trade."

c. Sept. 4, 1842; "at 2 p.m. the natives left the ship." "The previous  
 day stated at 6 a.m. a number of canoes came off."

d. Drummonds Island, Oct. 19, 1842; saw a number of canoes.

e. Oct. 20, 1842; three canoes came along side with some fish, natives  
 did not come on board. A little bit later in the day the vessel is: there  
 "a great many canoes in sight."

f. Oct. 21, near land, which is not named, latitude  $1^{\circ} 35'$  south; saw  
 a number of canoes, and steered off to the westward.

g. Probably around Drummonds Island, Oct. 22, 1842; a number of canoes came along  
 along side with some trading goods.



- Dec. 26, 1849; "4 canoes came off bought 3 or 4 fowls a few coconuts, etc." 1842; each of these days the ship is hunting for whales, this day is
- h. Wellingtons Island, Jan. 2, 1850: "a few canoes came off, bought 5 green turtles for 6 or 7 lbs. tobacco." 175° 18' 45" S.
- I. Ascension, Jan. 4: "run down off Ascension harbor and fired for a pilot." She is in company with another ship called Cowper (Comper); also at Ascension is the Mogue, Capt. Huntley of New London. come along side.
- f. Byrons Is. Jan. 10: they get under way again, having obtained water, 9 bbls the last of yams, and several boatloads of wood. 30 casks on shore for fresh water
10. Clarise, Captain Dexter. long side with some coconuts.
- a. Pleasant Island, Aug. 26, 1842; "at 2 p.m. a canoe came along side with 17 large natives with some trade. At 4 p.m. 12 canoes in sight to windward."
- b. Ocean Island, Sept. 3, 1842; unable to get ashore because of the weather, but "a number of canoes came off with coconuts and some other articles for trade."
- Sept. 4, 1842; "at 2 p.m. the natives left the ship." "The previous day stated at 8 a.m. a number of canoes came off." long side.
- c. Drummonds Island, Oct. 19, 1842; saw a number of canoes. trade.
- l. Ocean Is. Oct. 20, 1842; three canoes came along side with some fish, natives did not come on board. A little bit later in the day the remark is: there is "a great many canoes in sight." natives come on board and bring coconuts, but Oct. 21, near land, which is not named, but the is given as latitude 1° 25' south; saw a number of canoes, and steered off to the westward.
- d. Probably around Drummonds Island, Oct. 22, 1842; a number of canoes came along side with some trading goods.



Ship Cortes Oct. 24, 1842; each of these days the ship is hunting for whales, this day is and again the remark/is "a number of canoes came along side with coconuts."

e. Peret Is. Oct. 30; Latitude  $0^{\circ}59'$  S. longitude  $175^{\circ}18'45$  seconds. E.

"a number of canoes came off with some coconuts and a few other small articles to exchange for tobacco."

Nov. 15, 1842; back at ~~the~~ Peret Island, canoes come along side.

f. Byrons Island, Nov. 17: near land (this may be Byrons island since that is the last name mentioned the prev/you day) they sent 30 casks on shore for fresh water and a number of canoes came along side with some coconuts.

Nov. 19; just about the same place, and a number of canoes are in sight.

Nov. 20; they are at  $1^{\circ}2'$  S and  $177^{\circ}17'45$  seconds E. The name of the place isn't given. Sent two boats on shore and the boats returned later with 24 casks of water.

The following year they are back in the same general vicinity.

g. Simpsons Island, Nov. 2, 1843; Some canoes came along side.

h. Woodle island: Nov. 3, 1843; canoes came off with coconuts to trade.

i. Ocean island, Nov. 14, 1843; some natives on board

11. Ship Cortes of New Bedford, T. W. Hammond Master.

a Hope island; Feb. 26, 1844; some of the natives come on board and bring coconuts, hats and mats. Longitude  $177^{\circ}$  ? (Name, Marshall Is.?)

13. Gideon Howland, 1851 to 1860;

a. Byrons island, Dec. 24, 1852; the natives come on board and did some trading.

b. Clark island, Dec. 25; Mr. Hill and on at Clark island, trading with the natives.

c. Ocean island;



Dec. 30; lying off Cape #3 at Ocean island, trading with the natives.

d. Makinilla island, New Bedford, July 1966 and on trading with the natives.

Ship Cortes continued: ~~lying off and on at Makinilla island, and the next morning~~

to Wallis Feb. 26; the entry was that they were at Hope island, and some of the natives came on board and brought coconuts, and hats and mats for trade. "One of the natives, a young lad stopped on board."

b. Ascension Island, March 5, 1844: where they anchored. Alternate watches go on shore liberty, the others on ship's duty and obtaining water.

March 26; the man, Charles Stewart, deserts. sail.

e. Makinilla March 28; he is caught and brought on board. Makinilla island again,

sent there April 3; the Cortes gets out of harbor to sea.

c. Hope island, July 24, 1845: the ship is back at Hope island, or approximately there, the latitude is given as  $3^{\circ}39'$  S.  $177^{\circ}17'$  E. "Several canoes came along side. Discharged Joe, the native that we shipped 15 months ago, sent him  
/ on shore in a canoe."

12. Ship Corinthian, Captain Lewis ~~off and on Wellington in company with another~~

a. Ocean island, April 2, 1860; latitude is given as  $0^{\circ}48'$  S. and the longitude  $170^{\circ}42'$  E. "Trading for fowls and hogs, the natives come ~~aboard~~ on board

trading. We got some hogs."

b. <sup>Somewhere in</sup> Caroline islands, April 11: they refer to themselves as being among the Caroline islands and give the name of a place called Margaret. Latitude  $9^{\circ}37'$  N. Longitude  $165^{\circ}58'$  E. "The natives come aboard but brought nothing but a few fish from Margaret island." (Name, Marshall Is.?)

13. Gideon Howland, 1857 to 1860:

a. Byrons island, Dec. 24, 1858; the natives came on board and did some trading. ~~given at  $1^{\circ}37'$  S. Several canoes came off with coconuts.~~

b. Clarks island, Dec. 25; lie off and on at Clarks island, trading with the natives.

c. Ocean island;



- Dec. 30; lying off and on at Ocean island, trading with the natives.
- d. McAskills island, Jan. 7, 1859; laying off and on trading with the natives.
- e. ~~Wellingtons island~~ laying off and on at McAskills island, and the next morning to Wellingtons island. Laying off and on there, got some pigs and fowl.
- e. Wellingtons island, Jan. 9; laying off and on at Wellingtons island and doing trading there.
- f. Ascension island, Jan. 10; laying off and on at Ascension island, the captain went ashore.
- Jan. 11; Captain came on board and they made sail.
- g. McAskills island, Feb. 3, 1860, [the next year] at McAskills island again, sent three boats in to trade, and got some coconuts.
- Feb. 4, 1860; laying off and on at McAskills and then to Wellingtons where the captain went ashore to trade.
- Feb. 5, 1860; laying off and on at Wellingtons, getting wood and turtle.
- Feb. 6, 1860; laying off and on Wellington in company with another ship.
- Feb. 7; depart from Wellington.

14. Gayhead, 1852-1856.

- a. Byrons island, Aug. 15, 1853; the natives came off to trade.
- b. Roches island, Aug. 18, 1853; traded for a few fowl and hats.
- c. Hope island, Aug. 19; traded for mats and hats, and shipped three men, 2 natives and 1 white man, an Englishman. The Englishman as a passenger to some other island.
- d. Refers to Nautilus island, Aug. 22, 1853; refers to making Nautilus island, which he gives at  $1^{\circ}57' S$ . Several canoes came off with coconuts.
- e. Drummonds and Sydnams islands; Aug. 22, 1853;



Strong's Island continued;

Drummonds and Sydnams islands continued;

March 13; got some 250 pumpkins on board.

Aug. 24; a boat came along side with 6 men "and from what we could learn they were concerned in the William Penn mutiny." <sup>he</sup>

f. Orisons island, Oct. 16, 1853; Made Orisons island, which gives as <sup>1</sup>

20°54' S, 153°42' E.

g. Pleasant island, Feb. 20, 1854; the natives came off to trade, got

about 25 hogs, and some coconuts. Later the same day the natives came off brought 7 <sup>7</sup> again and ~~about~~ about 25 more pigs. Natives on board.

Feb. 21, 1854; the natives off, and the ship started.

h. Strong's island, Feb. 28, 1854; Standing off and on at Strong's island, and went all around the island "but saw nothing in the shape of harbor or inhabitants."

March 2; the Captain goes ashore at Strong's island, to look at the harbor.

March 3; he comes on board with a pilot, and they come to anchor.

The next few days employed in getting water and wood.

March 21; trying to get out of harbor, six boats ahead towing "two of our own and four of the king's."

i. Strong's island, Feb. 17, 1855; the next year Feb. 17, 1855. <sup>2</sup>

back at Strong's island and they sent a boat in for a pilot.

Feb. 18; they come to anchor.

March 4, 1855; Sunday "the missionary came on board and gave a lecture on the morality of seamen."

March 10, 1855; after several days of trouble with mutinous sailors, they put some of the men in irons and "borrowed two pairs from the King."

Then the ship being shorthanded and a heavy wind putting her in some danger, they got some assistance "of some natives sent on board by the King." the king's palace. the next interval employed at the usual ship's duties watering and wooding.



## Strong's island continued:

March 12; got some 250 pumpkins on board.

March 13; a reference to two Hope island natives being sailors on this ship.

Finally on March 17, they get under way from Strong's island.

j. Low Island, March 26, 1855; they come up with a low island whose name is not given, but it is at  $0^{\circ}27'$  S and longitude  $169^{\circ}32'$  E. A canoe comes along side with one white man and several natives. They learn there was nothing to be got on the island and so went on their way.

k. Hope island, July 6, 1855; the canoes came off to us, and we landed 3 natives, 2 that we shipped here and one at Strong's island. The boat that went to land, the natives came off, shipped 2 more.

l. Roches island, July 8; the natives came off to trade, they got a few fowl and 1 turtle.

m. Clarks island, July 9; the natives came off to trade, got a lot of hats and 1 turtle and shipped 2 natives.

n. Drummonds island, July 10; saw the canoes after us, but did not stop for them.

July 11; canoes in chase, 4 or 5 of them came up with us, the rest gave up the chase.

o. Pleasant island, Aug. 5, 1855; the natives came off to trade, got aboard 20 hogs and a few fowl, and put away from the island.

15. The log of the Gratitude, 1848-1851, Captain Wilcox and 1851-53, Captain Cornell.

a. Simpsons island, Jan. 25, 1853; traded with the natives until dark.

Jan. 26, 1853; traded for pigs, fowls and coconuts.

b. Strong's island, Feb. 13, 1853; came to anchor at Strong's island "off the king's palace." the next interval employed at the usual ship's duties watering and wooding.



Ship Gratitude continued:

March 16, 1853; they left Strong's island.

*Bark*  
16 Ship Gratitude, 1858-1862;

- a. Pleasant island, April 14, 1854; 5 canoes come along side and trade for 15 pigs.
  - B. Hope island, Feb. 9, 1861; the natives came on board and did some trading.
  - c. Ocean island, Feb. 19, 1861; the captain went on shore, and the natives came on board, they received 3 boatloads of wood.
  - d. Pleasant island, Feb. 26, 1861; the natives came on board to trade, they bought 3 hogs and a quantity of coconuts.
  - e. McAskills island, March 4, 1861; "at 8 a.m. saw McAskills island bearing west by south by compass. At 10 luffed to under the lee of it and spoke Hero of Oahu and boarded him with a boat and found there was nothing to be had at the island. At noon kept off NW by W."
  - f. Wellingtons island, March 5, 1861; Saw Wellingtons island bearing NW At 9 a.m., luffed to under the lee of it, a boat came off to us with one white man and some natives, *and* then went on shore with 2 boats after coconuts and hogs.
- note in side "March 6, 1861; still at Wellingtons island, lying off and on trading for hogs, turtles, and coconuts. They sold the bow boat.

17. Ship Miantonomi, which sailed on June 14, 1853, and was shipwrecked on Ascension island, 1854.

- a. Ascension, Sept. 17; at 8 a.m. took a pilot and anchored. "Smallpox prevailing on the island." The crew employed in getting water and also the hogs and yams for the next few days. A carpenter from the shore is employed for some construction work.
- ... attempting to get the provisions off, and everything that could be saved, they discover that the coconuts had nearly all been cut into during the night by the natives, who it was impossible to keep away.



Ship Miantonomi continued:

Oct. 2, 1854; two men run away, Lawrence Burnett and Joseph <sup>ff</sup> Griffiths. ~~There is no help for us.~~

Oct. 3; Sam Kanaka deserts. ~~They found that a gang of natives~~

loaded by Oct. 4, 1854; they ship a boat steerer by the name of Richard White for two cruises. ~~of salt, 4 Vols of Black Fish oil, 1 cask of bread~~

and ~~destr~~ Oct. 6; shipped a native and white man, the white man named Charles Crogroba, and they discharged the cook, sick at this island. And proceeded to sea. ~~to have anymore.~~

18. ~~Back Home~~ Oct. 7; the pilot left at daylight, boats boarded us from weather harbor and told us our runaway men were ashore there and they spent the day lying off and on for the men. Charles Braley was discharged sick at Ascension. The captain came aboard, ~~and~~ after going ashore <sup>for</sup> the ~~men~~, came back and did not succeed in getting the men. ~~Bill and Jim Kanaka are run away.~~

Oct. 9, 1854; "Jim Kanaka off duty with venereal, he says he has had it ever since we shipped him at Rarotonga but he has never mentioned it before." The ship now heads southwards for the Solomons on Oct. 21, the note is made "Bill, a Rarotonga native broke out with smallpox." *Nov. 28, 1854*

a. ~~Moiki~~ Nov. 4, 1854; another Rarotonga native named Dan developed smallpox.

~~boats and~~ Nov. 6, 3 more, Obed, <sup>Ben</sup> ~~Ben~~ and Jerry. ~~natives seemed to be rather~~

~~hostile.~~ Nov. 14, 1854; Obed Shearman a Hope island Kanaka died with smallpox.

b. Ascension, Nov. 18, 1854; they are back at Ascension, the pilot comes ~~to sea~~ aboard. ~~They came off with coconuts and turtles. The Captain went ashore~~

~~for logs~~ Nov. 19; attempting to get in the harbor, the ship strikes on the reef, the men are taken off including the sick men, except for two that

couldn't be moved. One of them later dies, he is a Rarotongan native. In attempting to get the provisions off, and everything that could be saved,

they discover that the casks had nearly all been cut into during the night by the natives, who it was impossible to keep away.



Bark Harvest continued:

Shipwreck continued: 1851; lying off and on getting all coconuts. "John

Nov. 22, 1854; "the natives have cut all the casks open, they can get at but there is no help for it."

Nov. 27, 1854; "Went to the wreck, found that a gang of natives headed by a runaway sailor had been to the wreck during the night and carried <sup>away</sup> about 50 bbls of meat, 4 bbls of black fish oil, 1 cask of bread and destroyed all they could lay hands on."

Dec. 18; they discovered the rest of the wreck was on fire, and it was impossible to save anymore.

18. Bark Harvest, 1850-53. vol. 1.

a. Strong's island, Nov. 12, 1851; a boat came off from shore, Captain Hussey came aboard and stood pilot, came to anchor.

Nov. 17, 1851; discharged Sam Manger and Joe Orotong.

Nov. 19, 1851; Hamlin and Jim Rotam are run away.

Nov. 20; Hamlin and Jim sent on board by the King and put in irons.

~~Nov. 28, 1851;~~ after several days of getting on wood and water, and trying to beat out of the harbor, they finally got out, on Nov. 28, 1851

b. McAskills island, Nov. 30, 1851; ~~where~~ they hove to and lowered two boats and went in shore. "Did not land as the natives seemed to be rather hostile. At 5 came on board."

c. Duperreys island, Nov. 30; The same day made Duperrey island, one white man and natives came off with coconuts and turtle. The Captain went on shore for hogs and fowl.

Dec. 1, 1851; laying off and on at Duperrey, got some hogs and fowl and also coconut. "Lucian Huntington our second officer went on shore on duty, and would not come on board."

The captain came off with a few coconuts.



## Bark Harvest continued:

- Dec. 2, 1851; lying off and on getting off coconuts. "John McWilliams, a seaman, stopped on this island."
- c. Ascension island, Dec. 3, 1851; at the entrance of the lee harbor at Ascension island the captain went on shore.
- Dec. 4, 1851; anchored in the lee harbor at Ascension, got on board 3 bbls of yams.
- Dec. 10, 1851; discharged Edward Johnson, seaman, a black. Discharged George W. Clark, seaman
- Dec. 11, 1851; after being windbound several days the ship got under way, having taken aboard wood, ~~water~~ <sup>and</sup> yams.
- d. Raven islands, Dec. 13, 1851; Off of Raven islands a canoe came off and reported that there were aplenty of hogs to be had. The captain went on shore.
- Dec. 14; the captain went on shore again after hogs.
- Dec. 15, <sup>1851</sup> lying off and on at Ravens island, the boat came off with 11 hogs, and went on shore and brought off 1.
- e. Young Williams island, Dec. 23, 1851; 3 canoes came off had nothing to sell.
- Dec. 24, 1851; standing in for the land. A canoe came off with a few green coconuts.
- f. Hauls island, Dec. 27, 1851; near the Hauls island, gives position as  $8^{\circ}52'$  N.  $152^{\circ}46'$  E. When they were 3 miles from the reef they saw a canoe coming off and hauled aback.
- Dec. 28, 1851; a canoe came along side had nothing for trade. Could not understand them.
- h. <sup>Matelotas</sup> ~~Kinnian~~, Jan. 12, 1852; after having been at <sup>Tanian</sup> ~~Kinnian~~ they are now <sup>w</sup> at the island Matelotas, they ~~are~~ refer~~red~~ to the south island of Matelotas.
- <sup>Two</sup> The canoes came off with a few coconuts.



19. The ship Milton, 1856-1860

- A. Hope island, Dec. 18, 1857; obtained a few coconuts. *various* *to Vaughan.*  
 B. Roaches island, Dec. 18, 1857; got a few pigs, fowls and coconuts.

20. Ship Hope, Beginning Dec. 18, 1843. Tucker, Master.

- a. Roches island, Jan. 31, 1845; canoes came along side.  
 b. Hope Island, Feb. 12, 1845; at noon canoes came off with coconuts.  
 c. Ocean island, March 1, 1845; stood in close, canoes came along side.  
 quantity March 2; went on shore after wood. Got 1 boatload.  
 d. Pleasant island, March 7; got close under the lee, canoes came along side.  
 and more March 8, 1845; finished trading at Pleasant island. not to go.

21. Ship Massachusetts, 1851-56. Inset went on shore for a pilot, but the

- a. Strong's island, March 2, 1854; <sup>trying</sup> ~~hard~~ to get into harbor

March 3; still lying off ~~and on~~ trying to get in because of heavy seas. *abuse of Rastucker. The next few days they employ in ships*

March 4, 1854; close in to shore. A canoe came off with Tom *cutting on*  
 the pilot. *harbor of Fairhaven, Captain Woodward, came in. they got*

March 5; finally ~~we~~ were able to let go anchor. Mr. Snow the missionary <sup>is</sup> ~~previously~~ mentioned as being aboard.

End of tape #3. *along side but being looking for trade.*

Feb. 24, 1855 Tape #4 *atives came along side with their canoes*  
 New Bedford, July 1966.

## Ship Massachusetts continued:

- a. Strong's island, Feb. 26, 1855.  
 b. Strong's Island; March 8, 1854; a crew member is mentioned as being sent  
 to the weather harbor at Strong's island with a load of goods for Mrs. Snow.  
 passengers bound for Assonet.  
 March 9, 1854; "The King's boat came here after goods."  
 c. Bullington island, March 1, 1855.  
 March 13, 1854; 13 hogs came on board from the King.  
 March 14; a boat comes off from shore with some coconuts and 1  
 Match 17, 1854; Mr. Snow on board trading for the king. The  
 steward deserts today.



Ship Massachusetts continued:

1. <sup>Varian</sup> March 18; the natives catch the steward whose name is *Vaughan*. His goods are missing, *Vaughan* probably took them and let the natives have them; among them is mentioned women's shoes and spoons. 20, 1855.

2. <sup>George</sup> March 19; the ship leaves Strong's island.

c. Wellington island, March 23, 1854; a boat came off with 5 natives and 1 white man. The ship layed off and on and got 2000 coconuts, a quantity of fish and taro, etc., 22, stood back for Hope island and landed

d. Ascension island, March 24, 1854; on the east side, a pilot came off and wanted us to go into the middle harbor, but we concluded not to go.

Off the lee harbor, Captain Bennet went on shore for a pilot, but the boat came back without one. Finally the pilot got on board. 23, 1855.

March 25, they run into the lee harbor and anchored close by the ship Alabama of Nantucket. The next few days they employ in ships duties and getting wood and water, but for several days they are windbound. The Bark Winthrop of Fairhaven, Captain Woodward, comes in. They get

e. <sup>Winn</sup> April 7, 1854; they get to sea. <sup>rest, whose position is given as</sup>

e. <sup>Winn</sup> Covells island, Feb. 23, 1855; the next year at Covells island, the natives come along side but bring nothing for trade. <sup>as a long time but</sup>

could not Feb. 24, 1855; some natives come along side with their canoes with a few fowl and coconuts. 23.

f. Strong's island, Feb. 26, 1855. <sup>one came off with five of the natives bringing</sup> Feb. 27; the captain, who has been ashore, comes back with three

passengers bound for Ascension. <sup>island, the several canoes coming towards</sup>

g. Wellington island., March 1, 1855.

March 2; a boat comes off from shore with some coconuts and 1 green turtle. <sup>and eight men, and stood to the southward.</sup>



ship Massachusetts continued.

h. Ascension island, March 2; The same day at Ascension island, and the pilot comes on board, and they anchor. They get water and wood and trade for hogs and yams. They get under way again on March 30, 1855.

22. George and Susan, 1857 to 1861. Robert Jones, Master.

a. Hope Island, Dec. 19, 1859; canoes came off, traded for chickens and hogs. At night left for Rotches island with a party of natives on board. Because of the weather on Dec. 22, stood back for Hope island and landed the natives again.

b. Woodle island, Dec. 28; the natives came on board to trade, did not stop long.

c. Ocean island, Dec. 29, 1859; the natives came off to trade.

Dec. 30, laying off and on at Ocean island, natives on board. Getting off wood and trading for fowls, etc.

Dec. 31, laying off and on at Ocean island getting wood, etc.

d. Greenwich island. Jan. 23, 1860.

e. Wisart reef, Feb. 6, 1860; Made Wisart reef, whose position is given as  $8^{\circ}2' N. 15^{\circ}28' E.$  "Saw a wreck upon one end of it. Ran down to it with the ship and sent two boats, found that she had been on a long time but could not make out her name."

23. Ship Nettulus, 1834 to 1838.

a. Hope island, Aug. 10, 1835; canoes came off with five of the natives bringing a few coconuts with them.

Aug. 12, still at Hope island, saw several canoes coming towards us from there.

Aug. 13; trading with the natives, took <sup>2</sup>~~10~~ canoes on board, three women and eight men, and stood to the southward.



Ship Nautilus continued;

24 A

Aug. 14, 1835; put the natives on shore and traded with others.

b. Rotches island, Aug. 15, 1835; 2 canoes coming from shore and traded for coconuts.

Aug. 16; in towards the island, got close in, all hands busily employed trading with the natives for coconuts and mats. Found 2 Europeans residing here that had left the Ship William Penn 13 months ago. Gave them some clothes and tobacco and sent them on shore. Saw a native with the words, "Ship Japan S. Chase, marked upon his breast.

wo

c. Eliza, Aug. 17, 1835; which he gives as 2° 7' south, 175° 50' E. Saw several canoes ahead but none came near the ship.

Aug. 18, a canoe came off shore with a European in her begging for a passage to some other island. We told him we could not take him, gave him some pieces of iron hoop and something to eat and afterwards drove him overboard and left him to get into his canoe. The same day saw Maria island, saw several canoes in shore.

d. Dundas island, Aug. 23, 1835; Saw Dundas island, on the south side of it several canoes came off with a few coconuts.

Aug. 25; apparently still close to Dundas island, saw several canoes.

24. Ship Massachusetts, 1856-1860.

- A. Rotches island, April 1, 1859; the natives come on board trading, got about 40 hogs and some coconuts. Took about 50 passengers for Hope island.
- b. Hope island, April 3, 1859; landed part of the passengers, got fruit and hats and mats.

(seems to be a blank space.)

Feb. 9, 1860; still at Ocean Island, "the natives would not come on board."



Marie Teressa continued:

24 A This Bark Sunbeam hovers around Ponape (Ascension island) Ant, Fakein for whales for several months in 1874. It has several Malay crew members and on Aug. 5, 1874 a Malay who had deserted was shot by the natives of Ascension without cause.

25. Ship Washington, 1853-1857.

a. Strong's island, Feb. 3, 1856; went on shore and returned with a load of pumpkins and coconuts

b. Wellingtons island, Feb. 5; went on shore and returned.

c. Ascension island, Feb. 7, 1856; took a pilot and anchored in the middle harbor. The next few days all hands employed in getting wood and water.

Feb. 8; the "Captain went agunning and by the accidental discharge of his gun shot a native. His brother and only friend, apparently want a musket to pay for his brother's life, which was given, and that settled all further diversity."

Feb. 21; the ship gets away from Ascension.

26. Marie Teressa, 1859.

a. Rotches island, Feb. 2, 1860; the natives come off, but little or nothing to trade with, all we got from them was some broom stuff and some fowls.

b. Drummonds island, Feb. 3; the natives came off and brought fish, fowls, mats and a few shells.

Feb. 4; still at Drummonds island, here we got some fowls, fish, coconuts, broom stuff and some mats for tobacco and pipes.

c. Ocean island, Feb. 8, 1860; the natives would not come on board. The King having put on a taboo.

Feb. 9, 1860; still at Ocean island, "the natives would not come on board."



Maria Teresa continued: Ships logs

Myrtle Seaport Library

d. Pleasant island, Feb. 10, 1860; a man by the name of Steward came on board to trade.

1. *James M. Coleman, Master, 1854-58.*

Feb. 11, 1860; bought 24 hogs and 2500 coconuts. Three of the crew, John MacDomel, William Smith and John Hope deserted from the ship in some of the natives canoes. I went on shore and by giving one box of tobacco containing 130 lbs, caught all three.

e. Strong's island, Feb. 15, 1860; a boat came on board with a pilot, to take the ship to the south harbor. However the weather was bad and they give up the idea of anchoring there. The ship lies on and off and takes a man named Burns as 4th mate, Mr. Thomas Burns.

f. McAskills island, Feb. 18, 1860; "lowered the starboard boat and I went in shore, I did not like the looks of the natives and did not land. I saw nothing but coconuts. The natives come off in the water but I took good care that they did not get around the boat."

g. Wellingtons island, Feb. 18, 1860; The same day they get to Wellingtons and a boat goes on shore.

Feb. 19, they got off 1550 coconuts and then later 450 more, one large green turtle and 100 dried flying fish.

Feb. 20; they did not anchor, went on past Ascension island. The Ship Rapid lay there too, Two canoes came off to us and one of them came with a pilot.

Feb. 21, 1860; they get out of the harbor.

This ends the logs at New Bedford Public Library.

a later entry is employed in trading with the natives for hogs, and they brought 13 hogs.



Ship Atlantic continues Ships logs

Feb. 3, Mystic Seaport Library

July, 1966

1. Ship Atlantic, Zenas M. Coleman, Master, 1854-58.

a. Perotes island, Nov. 22, 1855; the natives came off to trade.

b. Ocean island, Dec. 20, 1855; the natives came off to trade and brought off fowls and pumpkins, and the ship lowered 2 boats which went in after fowls and pumpkins. *Dec. 21: boats returned with 400 pumpkins & 100 fowl.*

c. McAskills island, Jan. 4, 1856; 3 canoes came off from McAskills and brought two large hogs and 12 chickens and coconuts to trade, they lay off and on to trade and got more hogs and about 4000 coconuts and 100 fowls.

d. Wellingtons island, Jan. 6, 1856; another vessel a Barque is also lying

lying off and on there. The Captain went on shore to trade for hogs.

Jan. 7, 1856; the Captain returned with 1 large hog, 5 fowl, 3 bbls of taro.

e. Ascension island; the same day came to anchor in the middle harbor at Ascension. Spent several days at Ascension getting wood and water, and taking on yams. Other vessels mentioned as being at Ascension <sup>at</sup> this time are the Cambra of New Bedford, the George and Mary and the Bark ~~Zinec~~ <sup>at</sup> Zinec of New London, also the Bark Harvest of Fairhaven, and the ship Jireh Swift of New Bedford, The latter having landed a man at Ascension. also the William Badger of New Bedford. *Latitude is given as 16° 15' N and longitude as 68° W.*

Jan. 21, 1856; they get out of the harbor.

f. Pleasant island, Jan. 30; 3 canoes come off to trade, bought 1 pig; a later entry is "employed in trading with the natives for hogs," and they bought 13 hogs. all surrounded with reefs that extend from one island to



Ship Atlantic continued:

Feb. 3, 1856; 3 canoes came along side, bought 4 hogs from them

The same day a little later the canoes came off and brought off hogs and we bought 8 from them.

g. Drummonds island, Aug. 26, 1856; Trading with the natives

h. Ocean island, Sept. 6, 1856; the canoes came off to trade.

September 15, 1856; the canoes come off.

i. Strongs island, Oct. 4, 1856; took a pilot and came to anchor with

20 other ships. The next few weeks are spent in obtaining wood and

alternate watches <sup>are</sup> on shore liberty.

Nov. 17, 1856; they get to sea.

j. Perote island, Sept. 2, 1857; the natives come off to trade.

Roches

k. Rotches island, Sept. 11, 1857; the natives came off to trade and we

bought 5 large hogs.

l. Perote island, Oct. 16, 1857; the natives came off to trade.

m. Roches island, Oct. 17; the natives came along side to trade.

2. Schooner Antarctic, Benjamin Morrell Captain from New York, 1828-1829.

This is a sealing vessel. Journal kept by John W. Keeler.

a. Hope island, Feb. 19, 1830; "at 5 a.m. saw Hope island, bearing SW by

W. distance 7 leagues. It is a very high island and is from 20 to 25 miles

in length. Was not close enough to ascertain whether there was any

inhabitants or not." the longitude is given as  $164^{\circ}15'$  E and latitude as

$6^{\circ}8'$  N.

b. Royalist islands, Feb. 23, 1830; "at 5 p.m. made the Royalist islands

bearing W. SW., found them to be laid down correct on the chart. They are

7 in number and all surrounded with reefs that extend from one island to

the other. Hauled up to the windward of them at 6 p.m. squally with rain..."



Schooner Antarctic continued;

The ship was almost wrecked on the reef. "Found the reef to be from ~~being~~  
50 to 60 miles in length but no passage through them. Saw a large high  
island which by all appearance appeared to be very fruitful." The ~~on shore.~~  
longitude is given as  $153^{\circ}$  E. latitude  $7^{\circ}19'$  N. ~~They all left us and we~~

Feb 24, 1830; "Saw several canoes inside of the reef, At  
7 p.m. saw a large fire on the island." ~~made the land called by the natives~~

Feb. 25, 1830; "At 3 p.m. saw the appearance of a very fine ~~of the~~  
harbor but there was a reef stretching across the mouth of it. and At 4 p.m.  
a canoe came along side with 6 men in her. They brought a few coconuts with  
them, they appeared to be very fond of iron hoop and beads. They are of  
the copper color and very stout able men, and have no clothing except a  
piece of tapper with a hole just big enough to get their head through.

Could not get any information about the situation of the islands from them."

"at 10 saw Faloos island bearing NW." Longitude  $150^{\circ}6'$  E. latitude  $8^{\circ}36'$  N.

The ship then goes to Manila, <sup>and</sup> on its way back, in the direction of the Fljis,  
c. ~~Caroline islands,~~ <sup>on</sup> May 6, 1830, <sup>is</sup> back among the Caroline islands. "At ~~37~~

6 a.m. saw Furelist island bearing SW distance 5 miles. It is a small  
low island and abounds with coconuts. Saw no signs of inhabitants."

longitude  $147^{\circ}0'$  E., latitude  $8^{\circ}55'$  N. ~~and also obtained a few coconuts.~~

May 7; "At 11 a.m. saw Efaloe or Lemerck island bearing SE by S."  
 $148^{\circ}5'$  E.  $7^{\circ}33'$  N.

d. Marteas islands, May 9, 1830; "made Marteas islands bearing SE distance  
15 miles. Saw several canoes. ~~Closed~~ in with the land. These islands  
appeared to be very fruitful."  $149^{\circ}40'$  E,  $7^{\circ}40'$  N. ~~These islands are~~

~~They all left us and we did not see the least signs of any inhabitants but~~

~~at about 11 a.m. saw a small island bearing SE by S. It was an island in the~~



## d. Martean islands continued:

May 10; "At 2 p.m. a great many canoes came along side fetching a few coconuts and shells. They are a good looking set of natives, they kept mentioning the words Mareas Captain and pointing for us to go on shore. Saw no kind of weapons amongst them. At 4 p.m. they all left us and we proceeded on." Longitude  $150^{\circ}40'$  E.,  $7^{\circ}14'$  N.

e. Tama Tam, May 12, 1830; "At 3 p.m. made the land called by the natives Tama Tam, bearing E. NE., distance 10 leagues..... working up to the high land." Longitude  $152^{\circ}20'$  E., latitude  $7^{\circ}30'$  N.

May 13, 1830; at half-past-twelve P.M. "Came to an anchor in 10 fathoms of water. The natives came along side fetching coconuts and breadfruit in great abundance..... All hands employed in filling water and sundries jobs." No latitude or longitude given.

May 14; "The natives constantly employed in fetching coconuts and breadfruit along side..... At 5 p.m., got under way and <sup>put</sup> ~~went~~ to sea. At 11 sent the boat in shore to look if there was beachlema on the reef or not. At 12 she returned and the officer reported none." This is  $152^{\circ}37'$  E. and  $5^{\circ}56'$  N.

f. Young Williams group, May 15; "At 5 a.m. saw Young Williams group bearing E; at 8, several canoes came along side fetching a few coconuts. They are of the same kind of natives as those at Tama Tam. Sent the boat on the reef but found nothing." Longitude  $154^{\circ}0'$  E,  $5^{\circ}29'$  N.

Mystic tape # 2.

g. Monteverdes<sup>a</sup> Islands, May 17, 1830; "At 7 a.m. saw the Islands of Monteverdes<sup>a</sup> bearing E by S and distance 6 leagues. These islands are very low and very fruitful, saw not the least signs of any inhabitants but we expect there must be inhabitants as they are is not an island in the



Monteverdesons continued;

Pacific Ocean that has any coconuts on but what you will find negros on."

155°20' E. 4°3' N. then with the great guns and sails. The boat arrived

h. Greens island, May 24, 1830; "Made Greens island bearing SW....."

Found them to be a continuation of reefs from <sup>one</sup> island to the other. They

are 6 in number, low and well stocked with coconuts, saw several canoes

inside the reef." 156°E, 4°49' S. they made no attempt.....

May 25; "came to an anchor inside the reef in 10 fathoms of water,

went on the reef and found plenty of beachlema and of the first quality."

At 2 p.m. had an interview with the natives, they are black and curly head.

Found a little pearl shell amongst them. They have no large canoes, they

being no large trees on the island." "Several canoes come along side,

found that they always carried their bows and arrows, they being chief

weapon." June 9: "At 8 a.m. saw Bargis group bearing W. distance 7 leagues"

~~1. 2. Island~~ May 26; "Came to an anchor ~~under~~ the lee of one of the

islands.....went on shore and began to clear away the bush for building

a house." they got back at 11 a.m., not going to Fiji.

May 27; "a great many canoes came from the other islands and land

on this one, all fetching their bows and arrows. Fired in the bush amongst

them." "Catch the natives stealing the armor<sup>er</sup>'s tools, went and took the

tools from them and brought the head chiefs on board and kept them."

May 28; "employed in clearing away the bush to build a house.....

the head chief jumped overboard and swam ashore.....while our men was

busily employed in laying on the rafters, the natives watched their chance

and when they saw them off their guard they made a general attack on them

with their bows and arrows from the bush, upon the poor unfortunate 19, and in about

10 minutes 14 of them were killed. As we imagined as soon as they gave the

canoe along side and brought several things with them, also their weapons.



was whoop  
 the captain sent the boat with 10 armed men to their assistance and also commenced firing on them with the great guns and swivels. The boat assisted in saving 5 of the 19. While the boat was in the act of picking up the last man in the water, the natives was seen gathering down towards their canoes. The captain immediately ordered the boat on board expecting they would come and attack the schooner but they made no attempt.....Lost the best whale boat, 1 forge, 5 muskets, a great number of things."

May 29; "Saw large fires on all of the islands. At daylight got clear of cutthroat lagoon." Longitude  $155^{\circ}15'$  E. latitude  $4^{\circ}56'$  S.

June 8, 1830; "At 10 p.m. saw Youngs Williams group....."

At 9 a.m. saw Cronilys group bearing E. They are 3 in number and small."  $152^{\circ}7'$  E,  $6^{\circ}8'$  N.

June 9: "At 8 a.m. saw Berghs group bearing W. NW. distance 7 leagues!"  $151^{\circ}45'$  E.  $7^{\circ}2'$  N.

June 11; "At 2 p.m. passed Skiddys island."  $150^{\circ}25'$  E,  $10^{\circ}9'$  N.

Then the ship goes back to Manila, Not going to Fiji.

h. Manila, July 9: they shipped <sup>a</sup>the crew of Manila men, 74 all told, for a voyage to Massacre islands for a cargo of beachleamar.

i. Tama Tam island, Aug. 30, 1830; "made the land of TamaTam bearing north ..... got abreast of the harbor and thinking it not prudent to run any further brought the vessel to the wind."  $151^{\circ}50'$  E,  $6^{\circ}51'$  N.

Aug. 131, 1830; stood in for the land; at 6 p.m., came to with both anchors..... All hands employed in filling water, the natives constantly employed in fetching coconuts and breadfruit."  $151^{\circ}50'$  E  $7^{\circ}23'$  N.

Sept. 1; after attempting to get to the northward through the reefs found it impossible and anchored again. "at 9 a.m. several canoes came along side and brought several things with them, also their weapons.



which was spears and slings, and by this we expected they must be at war with the other tribe of them. At 10 they all left us; at 11 a.m. the boat on the reef at the mouth of the bay in search of beachlema; at 12 she returned but found none." Longitude  $151^{\circ}56'$  E.

J. <sup>Cronily's</sup> ~~Cronily's~~ group, Sept. 3, 1830; "At 1 p.m. made <sup>Cronily's</sup> ~~Cronily's~~ group bearing SE by E. They are 6 in number, large and small, and are connected together by one reef that goes from one island to the other. They <sup>are</sup> ~~are~~ well stocked with coconuts. Saw no signs of inhabitants.....Saw Young Williams group bearing SE by E and distance about 10 miles. They are 10 in number, large and small and all surrounded with reefs. The natives came off to us fetching coconuts and shells of different kinds. Saw no weapons amongst them that gives us any reason to think that they went to war with each other. Found nothing here that would pay a vessel detention."  $154^{\circ}55'$  E.,  $4^{\circ}32'$  N. ~~... kept a good lookout for them all night, thinking that they~~

Sept. 5; "at 6 a.m. saw the island of Monteverdesans bearing E."  $155^{\circ}30'$  E. ~~... longitude  $155^{\circ}30'$  E. ...~~

Sept. 6, 1830; "at 1 p.m. a great many canoes came along side fetching a great many of tall hooks, small lines, nets and selling them for little and nothing so as to keep us from going away as we found hereafter. Found turtle shell and pearl shell amongst them. These islands are all surrounded with reefs and well stocked with fruit. These islands are worth no vessel attention, The natives are the largest that ever I saw. The general run of them are about 6'2 or 3", have very handsome canoes, some of them carrying from 20 to 25 men. One of the largest of them came up under the stern and one of the men that was in the bows took a stick about 4 feet in length and made a long speech, while all the other natives ~~white men for steward.~~



was silent. He then took it and broke it in two, put one-half in the bows then made another <sup>e</sup>speech on the other half, then hove it overboard, We not suspecting anything at the time. At 5 p.m. they all started for the shore, but they had not gone far before they all stopped and waited for the reinforcements that was <sup>up; at</sup> acoming, ~~so~~ soon as they had come up they stopped and distributed their weapons amongst the rest, and then came for the schooner. As soon as they had come within musket shot the captain ordered a musket to fired on them. With this they took no notice and kept advancing, when we opened a brisk fire with muskets and swivels. This they did not much like and they all returned for the shore where they all went faster than ever they came off. We imagined that we killed and wounded about 20 of them. When they came for the schooner they had a small cap on the crown of their head and their face painted red, which is the sure signs of war. Midnight calm and clear, kept a good lookout for them all night, thinking that they might come and try it again in the night. At 6 a.m. the land bore W. by N. distance 15 miles." longitude  $155^{\circ}58'$  E, ~~to~~  $3^{\circ}45'$  N. ~~They had~~

The ship now goes back to Massacre island. They get one of the 14 men back whom they thought had been killed. There is another battle and the ship's crew gets its revenge.

41. Bark Cavalier, 1848-50. The first <sup>few</sup> ~~two~~ pages of this log consists of crew lists <sup>and,</sup> under one heading, names of natives, 1850 season. I see one Solhoche, a Rotumah native, shipped at Strong's island, and then the following: Toonet Nanjou and Onetu <sup>m</sup>Naxetou, these two men being described as Ascension<sup>s</sup> and shipped at Ascension. Then the crew list of Nov. 17, 1849 lists at Strong's island, a native of Rotumah, called Peter ~~and~~ (that's Feb. 5, 1850) and March 5, George and Tom, two natives of Bonaby, also David Bordon, a white man for steward.



Bark Cavalier continued: 21; they are living upon is 5 white men, 2  
 a. Ocean island; Jan 18, 1850; "saw canoes coming out, they paddled with  
 rapidity, old man scared, put tools and spades away, 6 come up along side.  
 :. . . . . Two girls, fine looking natives, dark bodies. They brought a few  
 small coconuts, shells, mats and curiosities, they had beads around the  
 neck, a string around the loins, men naked. ~~The~~ Women had a little mat  
 around the loins. Canoes had outriggers, Three cost pieces close together;  
 things cheap. A white Portuguese ashore." with log broke at Ocean island.  
 5 women Jan. 19; "Canoes came off. 30 within <sup>an</sup> the hour, hanging by long  
 lines to the ship. They brought a very few shells, numbers of very small  
 coconuts, a few nuts like almonds in taste and shape but the meat smaller and  
 the nut larger. Fish hooks, mats, chickens ~~and~~ some lines and sharks teeth  
 weapons, Work rough and coarse, They are good at trades. Tobacco is all  
 with them. They are adroit thieves. Sell once then sell again. (<sup>illegible</sup> . . . . .  
<sup>but refers</sup> Ref. to things that they stole.) "Girls well and clean, hair long on  
 the men, finer but thinner than Sandwich islanders. They had cotemina or  
 menses discharge, real clotted and copious. Ears slit, leaves in them.  
 Women with grass or bark tapa, men with <sup>one word</sup> . . . . . some men with lost fingers  
 have shark bites on them, tattooed, men pleasant; kept them out of fore-  
 castle, touched them up with whip, talk some English. King's son on board,  
 had a <sup>one word</sup> . . . . . across, White man came off, an Englishman, There is two young  
 Spaniards and a Portuguese besides. . . . . All left, found they had stole  
 100 lbs of Tobacco; they would steal from aft and sell forward. They  
 bought files <sup>one word</sup> . . . . . and old things that they had stole from other ships. <sup>girl</sup>  
 We would give them bread and they would offer to sell it for tobacco aft.  
 Island looks well covered with coconut trees." liked to see the man will  
 dressed. . . . . King sends off breadfruit every morning to all of the ships,  
 gets in return one tea, coffee, or chocolate. . . . . Very good and the



- natives say, it asked what <sup>there</sup> can be is.... The French took high and low. King once all the land. They say it is a garden. I saw a girl black men and a New Zealander (left ashore destitute and sick by a whale ship and the natives stole, so not very little he did have), a few Ocean islanders and 3000 natives. The island is small, there is little or no soil, the ground being mostly gravel or pebbles. The coconut trees are a little ways apart, tall and clean, no under brush. The houses rest on stakes or posts..... Food, coconuts and ape..... Bought 4 large hogs."
- c. Ocean island, Jan. 22; "a sick man left with leg broke at Ocean island. 5 women and 3 men picked up in a canoe by a Sydney ship 12 days out, almost starved to death." ~~XXXXX~~
- d. Strongs island, Feb. 2; 5 other ~~ships~~ lying there. "A tremendous tree growing upon the ruins of an ancient and rude fortress..... Females somewhat modest, do not bestow many favors daytimes. King's sons, daughters, chiefs, come off. Starboard watch went ashore at dark. Tricks of the natives, stand around the beach to get men."
- Feb. 3; "Larboard watch went ashore, the reason captains will not allow women aboard."
- Feb. 4; "I made the circuit of the island after shells. Talked with a girl about going to America. She would like to go. A native had been to America, but could not talk native when he first came back. She said he was a damn fool. He said white women worked, there had been two or three white women here, Captain's wives. The girl said they laughed at Strongs Island girls..... A native said tattooing made them beautiful. The girls called a man who was much so handsome and they could get any girl..... They drink ava. They use the word gomman for false or a lie. The girl talking about my clothes, said the girls liked to see the men well dressed..... The king sends off breadfruit every morning to all of the ships, gets in return one tea, coffee, or chocolate..... Oh! Very good man, the



57

natives say, ~~is~~ asked what king of a man he is..... The females work high and low. King owns all the land. They pay in produce. I saw a girl weaving like the Congolese..... A Spaniard left here purposely by a captain.....They are <sup>or</sup> errant thieves..... There have been three French men here, one Englishman, and several Colonial ships.....King and chiefs mostly live on the small island. ~~and many apples.~~

Feb. 5; "Three or four years ago they had a war; the King, a bad man was super<sup>s</sup>ceeded by a chief. The conquerer cut the others' arm nearly off with a cutlass; he treats him well.....The conger eel <sup>blue</sup> ~~lose~~ skin, natives afraid of them, they are in fact gods, they are sacred. ~~70 whites~~

Feb. 6; "Had a talk with C-Koins.....A canoe had been to another island to NE. Women and men stood when near the chiefs and King. King says it is necessary for his government. For fear of showing their sterns, the girls wear a mat behind. Walls built a long time ago, still the natives repair them.....The name of the island is Kusiah." Tokuran, King; C-Kane is chief, brother ~~to~~ king. Sebe and C-Roarkur, brothers of the King; Cesar, brother to the King. Kankar, King's son; <sup>illegible</sup>....."They tattoo from the wrist an inch wide up to the bend of their arm and then around the arm 2-3 inches wide. They make x's and little lines up their legs." ~~cannot~~

Feb. 8; "I gave C-Kain a woolen shirt and his wife a piece of calico. They were well pleased. We went for shells but the tide was coming in so we got very few, had coconuts, breadfruit and bananas, tobacco plant on the island. A native planting a plug.....For weakness they use herbs and cold water on the head. I saw many sick, mostly women. I saw no infants. Chiefs says they have died, <sup>says</sup> very sick and unhealthy. He says the natives do not move enough when sick, they bury their dead decently. ~~thought we were going to carry off.~~



Hogs, dogs and cats came since the chief can remember. Fowls before.  
 It is a shame to take these poor natives to sea. end of tape #2  
 Sombdy left goats."

Feb. 12; "C-Kone sent me coconuts.....Women ashore do not  
 drink kava."

Feb. 15; "Boat come off, fruitful around the harbor, got a few  
 coconuts, bananas, breadfruits, taro and mummy apples.

Feb. 16; "The captain brought off a native of Rotumah or  
 Greenville island, one of the New Hebrides."

Feb. 19, Ascension Island; They are at Ascension island. "Pilot  
 came off, \$20 fee; canoe came off, natives look small..... 60 or 70 whites  
 ashore, well treated. Five kings on all the island, some fighting.....

Plenty of ships visit the island, girls come on board, have to if brother  
 tells to, if they cry they are beat. A man can get any girl he wishes,  
 small girls go. Food cooked in station divided equally, all work alike.

Chiefs in building, they live in poor houses, no religion. Wash mouth  
 after eating pigeon, 1000 muskets on the island."

Feb. 21; "Everyone knows that the American here are mild, pleasant

and disposed to establish order and treat the natives well, but the English

men who are old men.....and <sup>dead</sup> ~~die~~ to every feeling but sensuality, cannot

induce the Americans to violence, consequently they hate them. The man who

had the small wife was a coarse brutish looking fellow. White men live on

creeks. Chiefs do not ask money..... A Chinaman ashore. Shooting of the

Portuguese caused by Brown. Mention is made of two Frenchmen who are old

residence<sup>ts</sup> at Ascension island. Mention made of natives boxing.

March 2: between 40 and 50 bbls of yams have been washed and put aboard.

March 3; "two canoes came off to us, one for the King's son who they  
 thought we were going to carry off."

Log of Bark Prudent



Mystic Seaport

TAPE #3

July 1966

*eye, a crime,*

It is a shame, to take these poor natives to sea. end of tape #2

"The captain enticed them away, secreted them on board of the Tuscanny. Hardship and abuse they have before them and it is doubtful if they will again see Ascension! Later on, the natives are crying, and they are long enough in this ship, they are looking for Ascension."

March 10; "today one of the Ascension Islanders went up to the lookout without hesitation or fear and quickly, more than a green horn would do."

Page 5 or 6th from the end has a Kanaka dictionary which includes a list of about 20 or 25 Strong's Island words and their translations in English.

The General Williams of New London, William Benjamin Master.

a. April 12, 1863 at McAskills Island.

April 13, under the lee of McAskills, a lot of natives came off with coconuts and fowls.

b. Enderberrys Island, Jan. 20, 1865; which is about 2° south and about 172° W. Saw the American flag flying on shore.

c. Hope Island, Feb. 11, 1865; 3 canoes came off but had nothing for trade.

d. Roches island, Feb. 12; 3 canoes came off.

e. Clarks Island, Feb. 14, 1865; a lot of canoes came off.

f. Ocean Island. Feb. 26

Feb. 28; went ashore at Ocean island to get some men but got none. Bought a few pumpkins.

g. Pleasant island, March 2; canoes came off from shore 4 miles away.

h. McAskills island, March 7; natives came off.

i. Wellingtons island, March 8.

Log of Bark Prudent

a. Hope island, Dec. 3, 1857; the natives come on board.



Dec. 4; a large number of natives on board. The second mate goes on shore to get some wood and gets a boat load and one of coconuts. Natives come on board with coconuts, chickens and hogs for sale.

Dec/ 10; at Hope island again, the natives come on board. The mate goes ashore with 4 natives from Roches island and lands them and comes back. b. Roches island, Dec. 10; the natives come on board with hogs, fowls, etc., to sell. and the captain and the mate go on shore to get some sand and to trade.

Dec. 11, 1857; the captain and his mate and two boats on shore brought off 8 bbls. of sand and 18 hogs, with lots of chickens.

c. Wellingtons island, Jan. 5, 1858; a boat came on board from shore.

Jan. 6; the captain and boat crew on shore, sent off a load of coconuts

Jan. 7, 1858; still at Wellington laying off and on, the starboard watch is ashore on liberty. The others employed in getting off turtle and coconuts.

d, Ascension, Jan. 9; leave Wellington and make for Ascension island.

~~Jan. 10; Took a pilot and came to anchor in Ronokittie Harbor.~~ Ronokittie Harbor; Jan. 10; Took a pilot and came to anchor in Ronokittie Harbor. The next few days the usual obtaining of water and wood.

~~Ants Is., Jan. 25; got under way again.~~ Ants Is., Jan. 25; got under way again. The captain and boats crew went on shore at Ants. Island, where they lay off and on, the captain and crew brought off 2 boats loads of green coconuts.

Ship George and Mary of New London, Captain Green. Log kept by Horatio William Scovel, 1850-52.

a. Nov. 7, 1851 at about latitude  $11^{\circ}$  N, and E. longitude  $165^{\circ}$ . He used the name of the island as Korsakoff. "Saw natives on the beach and two canoes."

b. Ascension island, Nov. 12; making for Ascension island.

Nov. 13; pilot came on, got to anchor in harbor.

Nov. 14; "plenty of squass on board." The next few days spent as usual watering and wooding.



~~c. Kiti~~, Nov. 26; a man ran away but "the King caught him, brought him on board, captain put him in irons."

Nov. 27; the King brings another runaway on board, this is apparently at the lee harbor, hence it would be the King of Kiti.

Dec. 11; another man brought on board ~~and the cap~~ by the natives and the captain offered 1 pound of tobacco for him. The man told the captain that he was brought back against his will; the natives would not give him up for only 1 pound of tobacco, and took him on shore again.

Dec. 17; the pilot comes on board, five men were left who had deserted, 3 of them were boat steerers: Antone Pantone, Pedro Manuel; and Jack, the cook was discharged by his own consent.

Dec. 18, 1851. The ship got under way.

d. <sup>N</sup> ~~g~~atik - (Arvins ) Island, Dec. 20, 1851; Are at a place, ~~the~~ latitude 5°11' N ~~he~~ does not give the name but describes it as 7 small islands, so it is evidently ~~Ng~~atik and he made it by steering S. SW. The captain goes in with one boat and

the boat comes on board with coconuts, and 5 hogs, and then goes ashore again and comes back with 700 coconuts and 6 hogs, and another trip obtained 6 hogs and 500 coconuts. He now gives the name as Arvins Island, (= Raven)

e. YoungsWilliams group, Dec. 22. There was a Bark laying off and on the land.

On the next page is listed the runaways at Ascension island. The names are given as Antone Pantone, Pedro, Manuel Jokaim, Simon Straitham, <sup>Elbridge</sup> ~~Albert~~

Thomson, John Decruse.

#### Journal of the Bark Orlando, 1868

a. <sup>St</sup> Davids islands, Feb. 16, 1868; "lowered a boat to go on shore to get coconuts.

Feb. 17; "the boat returned with a load of coconuts." Latitude 0°47' N. 134°34' E.

March 15, 1868; "5 canoe loads of natives from <sup>Lord</sup> Lowered North island came off." latitude 3°3' N. 131°21' E.



c. A small island, Feb. 26, 1860; (this in the third voyage.) Saw a small island which he saw on the 26th of Feb. at latitude 17° 40' N. Longitude 173° 40' W. March 16, while engaged in boiling whale meat. "the canoes came off to get whale lean."

March 19; near lower North island "had 25 canoes come off to trade."

May 18, 1868; Went ashore at St. Davids after coconuts.

May 19, laying off and on at St. Davids, got 4 boatloads of coconuts and 3 hogs.

Aug. 6, 1868 At St. Davids, went on shore for coconuts.

Aug. 7, 1868; getting off coconuts from St. Davids. A canoe came along side from the island of St. Davids with fowls and shells.

b. Ascension Island, Jan. 28, 1869; came to anchor at Ascension.

Feb. 12, 1869; got under way again  
Nothing recorded between the last two dates.

Log of ship Ohio of Nantucket.

B. Byrons island, Feb. 16; <sup>1843</sup> there were ~~there were~~ canoes off bringing one fowl.

Feb. 17; there were many canoes along side.

b. Perote island, Feb. 19; canoes came out to the ship.

c. Byrons island, May 10, 1843; canoes came out to the ship.

May 11; took on board a man with the name of George Jackson as seaman.

d. Byrons & Peroat, May 12; canoes came along side.

e. Ocean island, June 14; the natives come on board.

Bark Oscar, Aug. 24, 1852; in the Arctic at 68° N. "One of the sick men died, a native of Hope island, called James Rotch."

b. Pleasant island, Feb. 11, 1856; (the next voyage of this ship); getting off 12 boat loads of wood.

Feb. 13; got off 5 more boatloads of wood, hogs and fowls and some 800 coconuts.



c. A small island, Feb. 26, 1860; (This is the third voyage.) Saw a small island which he does not name but gives at latitude  $2^{\circ}8'$  N. Longitude  $173^{\circ}20'$  E.

g. Simpson's island, Aug. 13; Close into Simpson's island, 3 canoes came Feb. 27, 1860; he ~~says~~, saw land at distance 10 miles, again he off bringing nothing but a few coconuts. did not name it, but gives latitude at  $4^{\circ}30'$  N. longitude  $169^{\circ}33'$  E.

Aug. 14; one of the natives that came off wished to join the ship and as we were short I consented.

Feb. 28, he comes up with the island and several canoes come off with coconuts, and so on. The captain goes on shore.

Aug. 21, 1855; running between Cook's Island, and Charlotte's Island, The journal of the whale ship Peruvian, Master Edward B. Russey, 1852-56.

a. Dunkins Island, July 14, 1855: latitude is given as  $3^{\circ}47'$  N. longitude

$154^{\circ}40'$  E. "Several canoes came along side with fish, coconuts, small lines, etc., which they traded for iron hoop. The group consists of 20 or 30 small

islands in a circle enclosing the lagoon of about a mile in diameter. Most of them were covered with coconut trees and were well inhabited. The natives, strong athletic fellows with a pleasant cast of countenance and wearing their hair long and tied in a knot at the back of the head."

b. Halls island; Aug. <sup>2</sup>/<sub>7</sub>, 1855;  $0^{\circ}14'$  N.  $171^{\circ}28'$  E.

Aug 3; one canoe came off bringing one fowl.

c. Hendervills island, Aug. 5; two or three canoes came along side with coconuts, etc.,

d. Woodles Island; Aug. 6; several canoes came off with fish, coconuts, etc.

They said they had hogs on shore that they would bring off tomorrow. Bought 2 hogs and about 30 fowls, a lot of coconuts and fish.

e. Woodles Island, Aug. 10; the canoes came along side. I got one of the natives to get me a sample of the water and I think it good. We ran down close in and

sent in 50 bbls for water agreeing to pay the natives 1 plug of tobacco per cask for their assistance in filling, rafting, etc. The water turns out to be very middy coming from a kind of pond, probably rain water.

e. Between Simpsons and Henderville islands, Aug. 12; 3 canoes came off from Simpsons but they had nothing but a few coconuts.



g. Simpsons island, Aug. 13; Close into Simpsons island, 5 canoes came off bringing nothing but a few coconuts.

Aug. 14; one of the natives that came off wished to join the ship and as we wereshort I consented.

Aug. 21, 1855; running between Knox island, and Charlott<sup>e</sup>s island, and Mathews island, but no mention made of any natives or canoes.

h. Ocean island, Aug. 28, 1855; laying in shore trading with a white man as interpreter. We bought about 80 fowls and a few pumpkins.

Aug. 29; trading for fowl, we got 114 and some pumpkins, discharged Antoine Sylvia, a sick man who is not expected to live. <sup>I</sup>think, though, the native that took him said he thought he could cure him. Took another in his place."

i. Pleasant island; Aug. 6; at 9 a.m. the canoes came off from the island, a distance of 8 miles, I bought 4 pigs and agreed for more.

Aug. 7, 1855; at Pleasant island, I bought 27 pigs from an Irishman named Jim for which I paid 100 lbs of tobacco. I also bought 6 boatloads of wood, the natives bringing it off in canoes.

Sept. 8; canoes brought off the last of the wood for which I paid 5 lbs of tobacco per boatload.

j. McAskills island, Oct. 8; 3 canoes came off from the island about 10 miles they brought a small turtle, about a dozen fowls and some old coconuts which I bought for a few pieces of iron hoop.

k. Ascension island, Oct. 9; <sup>took a</sup> <sup>and</sup> the pilot <sup>al</sup> cast anchor at middle harbor, moored to a large tree.

Oct. 10; "sent a man off shooting pigeons, they demanded port charges today, \$6.00, for the three principle <sup>al</sup> chiefs each, making in all \$18."

"who is pilot for Roaniki harbor. He finds the Roanish man don't want



Oct. 11, 1855; "the price of yams here is \$1.80 per bbl, tobacco 30 cents per pound, cloth 90 cents per fathom, and pipes 30 cents per dozen. Pilot <sup>age</sup> in and out \$20.00. Wood per load 7 lbs. tobacco."

Oct. 19; "while on board of the Hope this afternoon a native was caught with a shirt on, stolen from that ship, and he was taken below and the captain threatened to put him in <sup>iron</sup> in hopes to get other things that had been stolen; and the King being on board, Captain Gifford called an old Portuguese that lives on the island to interpret, and it seems that the King took offense at it and told him to be off, which he did, but the King sent a canoe after him and then stoned and beat him in a shocking manner, robbing his canoe. But Mr. Folger <sup>and</sup> an officer from the Hope, happened to be coming along, ~~then~~ they brought him to the ship where his wounds were dressed and he still remains there."

Oct. 23; reference is made to a small schooner at Mudoc which was built at Raven islands.

Oct. 29; "a native that I got at Simpsons island went on board the Hope yesterday and did not intend to return, so I was obliged to hunt him up."

~~1~~ Mudoc, Oct. 30; The captain goes to Mudoc to see if he can get two Rotumah natives that he heard wished to go away from Ponape. "But they were down at Roan Kiti to a feast."

~~n~~ Ponape, Nov. 1; leaving Ponape, they were close in to the northeast side of the island "and some of the pilots came off."

Nov. 2; the captain pays a visit to the missionary Dr. Gu/lick at weather harbor, while he is going back to Mudoc to try to get the two Rotumah men. He puts up for the night at the pilots house, James Hadley who is pilot for Roankiti harbor. He finds the Rotumah men don't want



to sign up but he does ship an American named John Smith as a carpenter.

Nov. 10; "one of the pilots from the weather harbor, a French <sup>o</sup>men, boarded the ship and said that the men that left the Hope were anxious to ship as the king would not give them anything <sup>to</sup>/eat." The captain goes to the middle harbor to see if he can get some of these men but they don't wish to go away, but while on the beach a native asks him to let him go, and actually he gets two natives for the crew. "The King would, no doubt, have prevented them from coming had he known <sup>it</sup>, but we were too quick for him."

Nov. 10; They leave Ascension.

n. St. Andrews island; March 24, 1856; Hove to under the lee of the southernmost and traded with the natives who came off in canoes for coconuts, lines, etc. The islands are two in number.

Ship Robinhood of Mystic, 1858-61; Master, John McGinley. Journal kept by John F. Peabody, crewman.

a/ Pleasant island, May 16, 1859; From a distance of 5 miles out, natives began coming off with hogs, coconuts, hats, and mats and shells to trade for tobacco.

May 17; got 43 hogs and 5000 coconuts and some fowls, besides hats, mats and shells. <sup>Our decks</sup> "The decks are crowded with natives of both sexes, stark naked, and a treacherous people they are too. We are obliged to watch every move they make for they are <sup>not</sup> half civilized yet."

b. Hope island, March 25, 1860; the natives came off with fowls <sup>and</sup> hats to trade.

March 26; 200 naked natives of both sexes on board, and the crew trading with them for fowls and hats. "All the clothing that these natives wear is a hat." Two of the natives join the ships crew.



c. Ocean island, March 29; the natives come off, the boat goes ashore and buys 8 pigs. <sup>cc</sup> 52 canoes along side and about 300 natives of both sexes, all naked. >> Jan. 8; still at Wellington, the other watch on shore liberty.

March 30; a ship full of natives again, boats go ashore and bring back 2 boatloads of wood.

d. Pleasant island, March 31, 1860; the natives and white men come off, they trade for hogs and fowls. 2 boatloads of coconuts.

April 1; again trading with the inhabitants of Pleasant island, took on board 37 pigs and 2000 dried coconuts also a boatload of wood.

"The ship full of naked natives of both sexes stealing everything that they can!"

April 2; got 15 more pigs and 500 coconuts, "The infernal natives stole my boat sail today and I hope that it will poison them."

Bark Prudent.

a. Hope island, Dec. 4, 1857; "The canoes came on board when the ship was about 4 miles off with some coconuts and ladies for sale, both very cheap. Went in shore with 2 boats and got a load of wood."

b. Roches island, Dec. 5; canoes came off, got chickens, and took 4 Kanakas on board for Hope island.

c. Hope island; Dec. 10; sent a boat in, the natives came on board.

d. Roches Island, Dec. 11; 2 boats go on shore, return with 250 chickens and 14 hogs, and 8 bbls of.....

e. Wellingtons island, Jan. 3<sup>rd</sup>, 1858; went on shore took off 1000 coconuts.

XX Jan. 6; laying off and on at Wellingtons, took 16 green turtles on board.

Jan. 7; one watch is on liberty at Wellington.



Wellingtons continued;

Bark Prudent. Transport, N.Y. Master, James A. Hamilton (CONTINUED FROM TAPE 3)

Jan. 8; still at Wellington, the other watch on shore liberty.

a. Hope Is. Dec. 10, 1857. Natives come on board. Mate goes ashore to

f. Ascension, Jan. 9.

land 4 natives from Roches I. Lay off Roches 10 miles, natives come on with

Roankittie harbor, Jan. 10; at anchor.

hogs, fowls, etc. to sell. Capt. and 1st mate went ashore to get sand and to

Ant island?, Jan. 25; got under way to sea and went over to some small trade.

island, presumably Ant, and got 2 boatloads of coconuts.

b. Roches I. Dec. 11. Capt., 3rd mate, and 2 boats brought off 8 bbls.

l. Hope island, Dec. 30, 1857; at Hope island again and the natives come and 18 hogs, plus many chickens.

on board.

c. Ocean I. Dec. 15. Capt. went ashore (6 miles)

Dec. 31; a large number of natives on board, they get a boatload

d. Wellington. Jan. 5, 1858. Boat came on board from shore.

of wood and a boatload of coconuts.

Jan. 6. Laying off & on; capt. and boat ashore, sent off

j. They make for Roches island. Natives come on board with coconuts, chickens load of coconuts.

and hogs for sale.

Jan. 7. starboard watch ashore on liberty, other watch

k. Hope island, Dec. 10; natives come on board." getting off load of coconuts.

End of Mystic tape. #3

Jan. 8. Starboard watch ashore.

e. Ascension. Jan. 10. At anchor and anchored at Rono Kittle.

*dates apparently confused - either in log or on tape*

several days, wooding, watering, and on liberty

Jan. 25. To sea.

Jan. 26. Off & on at Ants; capt. & boat crew ashore; got

two boatloads of green coconuts.

Ship Adeline Gibbs. Fairhaven, S.P. Poweroy.

a. Byron's. Jan. 22, 1855. Natives come off and trade hats, coconuts, fish, etc. for tobacco; they would not take anything else. Also stopped at Percees I.

b. Ocean I. Feb. 2. A great many canoes coming off; had too much work on deck, could not stop for them. They had very nice looking canoes and very large ones. The ship Juner (June?) of New Bedford let them come alongside for a few minutes, but I think they had ~~not~~ no trade for her.



2. Pleasant I. Feb. 4, 1855. Stood in, natives came off in great numbers,

traded with them for hogs, coconuts, etc.

Mystic Seaport

Tape #4

July 1966

4. Ascension. Feb 13. Anchored in Middle Harbor, along with Byron

Bark Prudent. Greenport, N.Y. Master, James A. Hamilton (CONTINUED FROM TAPE 3)

a. Hope Is. Dec. 10, 1857. Natives come on board. Mate goes ashore to

land 4 natives from Rotches I. Lay off Rotches 10 miles, natives came on with

hogs, fowls, etc. to sell. Capt. and 3rd mate went ashore to get sand and to

trade. a. Peroes I. Jan 23, 1856. Traded with natives for what few things they

b. Rotches I. Dec. 11. Capt., 3rd mate, and 2 boats brought off 8 bbls.

sand and 18 hogs, plus many chickens.

c. Ocean I. Dec. 15. Capt. went ashore (6 miles)

d. Wellington. Jan. 5, 1858. Boat came on board from shore.

Jan. 6. Laying off & on; capt. and boat ashore, sent off load of coconuts.

Jan. 7. starboard watch ashore on liberty, other watch getting off load of coconuts.

Jan. 8. Larboard watch ashore.

e. Ascension. Jan 10, 1858. Took pilot and anchored at Rono Kittie. several days, wooding, watering, and on liberty

Jan. 25. To sea.

Jan. 26. Off & on at Ants; capt. & boat crew ashore; got two boatloads of green coconuts.

Ship Adeline Gibbs. Fairhaven. G.P.Pomeroy.

a. Byron's. Jan. 22, 1855. Natives come off and trade hats, coconuts, fish, etc. for tobacco; they would not take anything else. Also stopped at Peroes I.

b. Ocean I. Feb. 2. A great many canoes coming off; had too much work on deck, could not stop for them. They had very nice looking canoes and very large ones. The ship Juner (Juno?) of New Bedford let them come alongside for a few minutes, but I think they had ~~not~~ no trade for her.



New London Historical Society

~~1855~~

c. Pleasant I. Feb. 4, 1855. Stood in, natives came off in great numbers, traded with them for hogs, fowls, coconuts, etc.

d. Ascension. Feb 13. Anchored in Middle Harbor, along with Byron, Bark Favorite, Ship George of Fairhaven; while there Ship Massachusetts of Nantucket and Tamarew of Fairhaven came in.

Wooded, watered.

Caught on March 10 and put in irons.

March 7. To sea.

e. Peroats I. Jan 23, 1856. Traded with natives for what few things they had to sell.

March 22. Ship Badger arrives

March 23. Peter, a native, put in irons and flogged.

End of Mystic

March 25. Set Wm. Williams on shore, it being his own choice.

Shipped in his place Emile Fabiaz, boat steerer. Set out for sea.

Ship Indian Chief, New London, Elisha M. Bailey, Master. (But at time of entries made below Gilbert W. Fish has become master)

a. Malgrave's Island. (Given as 6° N, 169° 51' E, hence must be Mills)

Jan. 27, 1853. Several natives come on board but no trade. Canoes leave ship and go ashore. Several natives stop on board, later set them ashore.

b. Duperry's I. Feb. 3. Stood on shore; white man came off to the ship. Lowered b<sup>o</sup>ts, Capt. Fish went on shore, brought off 25 turtles and one boatload of coconuts.

c. Ascension. Feb. 4. Capt. ashore and got pilot. Next few days on ship's duties, obtaining wood and water. Alternate watches on liberty.

Feb. 13. Reference to getting 10 barrels yams.

Feb. 20. Bark Samuel Emsy of London came to anchor.

Feb. 27. Shipped 3 natives.

Feb. 29. To sea.

Ship Columbus of New London, Capt. F.B.Harris.

a. Howe I. Feb. 23. 1853. Spices came on board with coconuts to trade.



## New London Historical Society

b. Wellington. March 1966 boat came out; sent a boat on shore

Bark Venice, New London, Franklin B. Harris, Master

a. Ascension. March 13, 1850. Took pilot, anchored in middle harbor.

Next few days occupied in ship's duties, obtaining wood and water. Alternate watches on liberty. Several days ship's duties, getting water, wood, yams.

March 17. John Benjamin and Charles Austin run away.

Caught on March 18 and put in irons.

March 19. Jack, a native, runs away. Caught, put in irons

March 22. Ship Badger arrives

March 23. Peter, a native, put in irons and flogged.

March 25. Set Wm. Williams on shore, it being his own choice.

Shipped in his place Emile Fabius, boat steerer. Set out for sea.

Ship Indian Chief, New London, Elisha M. Bailey, Master. (But at time of entries made below Gilbert W. Fish has become master)

a. Mulgrave's Island. (Given as 6° N, 169° 51' E, hence must be Mille)

Jan. 27, 1853. Several natives come on board but no trade. Canoes leave ship and go ashore. Several natives stop on board, later set them ashore.

b. Duperry's I. Feb. 3. Stood on shore; white man came off to the ship.

Lowered <sup>boats</sup> b<sup>o</sup>t<sup>s</sup>, Capt. Fish went on shore, brought off 25 turtles and one boatload of coconuts.

c. Ascension. Feb. 4. Capt. ashore and got pilot. Next few days on ship's duties, obtaining wood and water. Alternate watches on liberty.

Feb. 13. Reference to getting 10 barrels yams.

Feb. 20. Bark Samuel Emsby of London came to anchor.

Feb. 27. Shipped 3 natives.

Feb. 29. To sea.

Ship Columbus of New London, Capt. F.B.Harris.

a. Hone I. Feb. 23. 1853. Natives come on board with coconuts to trade.



b. Wellington. March 9, 1853. A boat came out; sent a boat on shore for some turtles and hogs.

March 10. Employed getting off turtles and hogs.

c. Ascension. March 10. Took ~~me~~ a pilot and anchored.

Several days ship's duties, getting water, wood, yams.

March 28. Made sail.

SHIPS' CAPTAINS  
End of New London Hist. Soc.



EARLY TRADE

SHIPS' CAPTAINS



DILLON, Peter

(Commander of ship St Michael)

(1) 1819  
Dec 16

Holograph letter to John Thomas Campbell, December 16, 1819, offering to accompany vessel being sent to Sandwich Islands as present to King, in his ship, St Michael. Gives estimate of expense.

(254 - Col Sec - h-letters, 1819, ff 169-71)  
C.S. 23

(2) 1819  
Dec 18

Holograph letter to John Thomas Campbell, December 18, 1819, giving £1,000 as his charge for accompanying vessel to Sandwich Islands in ship, St Michael. Would accept no payment permission to take out 3,000 gallons of his bottled spirits free of duty.

(252 - Col Sec - h-letters, 1819, ff 172-3)  
C.S. 23

(3) 1813  
Nov 6

(note, letter Elizabeth) Holograph letter to Capt. Glesholme, Nov 6, 1813, refers to robbery of offender's concerning affray at Fige & circumstance of having twelve women on board. (254 - Col Sec - h-letters, 1813, p 282)

C.S. 9

Entries also Luke Dillon (1821) and Edward Dillon (1818)  
Patrick Dillon (1820).



DILLON, Peter, contd.

- (4) 1821 letter to Lt-Col Gilbert Comtine, Aug 6, 1821,  
Aug 6 asking relief for survivors Platowlam on Hunter's  
Island [no copy] (2 SW - Col Sec - h-letters,  
1821, H. 132-4)  
C.S. 29
- (5) 1821 letter to William Kenworthy, dated Sept. 14,  
Sept 14 1821, questioning right of Gov. to demand expenses  
in sending Little Mary to Platowlam.  
(2 SW - Col Sec - h-letters, 1821, H. 147-8)  
C.S. 29
- (6) 1821 letter to Gilbert Comtine, Oct 11, 1821, agreeing  
Oct 11 to enter into bond for transport expense of sending  
Little Mary, but considers demand illegal.  
(2 SW - Col Sec - h-letters, 1821, H. 152-4)  
C.S. 29
- (7) 1821 memorial praying release from bond - see (6)  
Nov 24 (2 SW - Col Sec - h-letters, 1821, H. 125-30)  
C.S. 29
- (8) 1821 letter to Frederick Goulburn asking if memorial  
Dec 6 had been submitted to Governor.  
(2 SW - Col Sec - h-letters, 1821, H. 83)  
C.S. 31



DILLON, Peter, contd.

(9) 1813  
Mar 5 letter from H. G. Leabohne, Naval officer, dated  
Mar 5, 1813, asking for information supplied at (3)  
(252 - Col Sec - 1/2 letter, 1813, pp 280)

C.S. 9.

(10) 1813  
Mar 6 definition re Fiji affray - see (3) & (9) -  
dated Mar 6, 1813. (orig. no. with orig.)  
(252 - Col Sec - 1/2 letter, 1813, pp 284-90)

C.S. 9.

(11) 1821  
Sept 11 Further letters re Little Nag & Potosolan  
Oct 11 (252 - Col Sec - 1/2 letter, 1821, pp 142-3 &  
149-51)

C.S. 29.

(12) 1822  
Jan 14 Receipt for £ 97 14 6 payment by NSW Govt.  
for purchase of part of crew of Potosolan  
(252 - Col Sec - 1/2 letter, 1821, pp 131, 154-5)

C.S. 29.

MacArthur Peter checked - nil



H.M. for comment

CHARLES BISHOP.

PIONEER OF PACIFIC COMMERCE

Professor V. T. Harlow, eminent historian of imperialism, has argued that following the loss of the American colonies Britain found new wealth and vigour by pursuing a vast 'swing to the East'. Her subjects exploited the commerce of the Indian and Pacific Oceans as never before, ranging over littorals and islands in every quarter. K. M. Dallas and others have shown that the settlement of the Australian colonies had some part in this story: James Cook, Arthur Phillip, P. G. King all felt and expressed the new spirit of expansion. The subject of the paper was also an agent of 'the swing' and a victim to its demands.

Charles Bishop was born in the mid-1760s to a petit bourgeois Hampshire family. Entering the navy in his 'teens, he served there twelve years. Like Cook he was a man of the lower deck, who there found scope to impress his superiors. Around 1790 he transferred to the employ of a wealthy Bristol merchant, Sidenham Teast. As second-in-command of a Teast ship, Bishop sailed late in 1792 for West Africa; there he spent eighteen months gathering ivory, timber, pepper, bees' wax, ebony and other such produce. During this time the master died and Bishop took command. Returning to Bristol in June '94 he won the plaudits of Teast and appointment as master of the ship Ruby on a voyage to the North-West coast of America. Trade thither had developed after Cook and his successors had reported the prevalence of richly-furred otters. Many speculators had entered the business, and national rivalry soon



became fierce. Spain, claiming sovereignty far up the coast, threatened war over Britons' use of Nootka Sound. Pitt brought his diplomacy to bear, however, and <sup>1790</sup>1782 saw a compromise reached.

The record which Bishop kept on the voyage thus begun provided the raw material for this paper. It opened with a transcript of Teast's instructions, rich with detail which came from the latter having received information from a vessel already sent to the coast. The entrepreneur told Bishop to strive for the coast by April '95, and to begin trading at about 95° N. He should gather furs of sea-otter, river-otter, fox, martin, raccoon, lynx, beaver, wolf, and bear; and also procure ornamental shells, mother-of-pearl, and leather war dresses. An eagle eye must watch for new harbours and trade-posts, and utter secrecy prevail in relations with other adventurers. "Wiennanish at Port Cox is a very important chief," Teast dictated, "Treat him well - give him as a Present the Trunk marked my name, a Best Fowling Piece, a silver Mounted Manger, Shott Belt, and powder flask, and a Gold-laced Hatt". Other trade goods were mirrors, keys, beads, muskets, knives, tools, assorted metals in assorted shapes, textiles: altogether a very big investment. No member of the crew was to engage in trade on his own account. Bishop would receive six pounds per month with six per cent commission on final sales; the payment of the rest descended on an intricate scale. The master must take scrupulous care to observe the requirements of the East India Company, with which Teast had entered a £25,000 bond. (The South Sea Company too, had had to grant approval: one can understand why men of Teast's class came to look upon trade



monopolies as creations of the devil.)

Teast planned that Bishop should reach Prince William Sound, his Northernmost aim, by mid-year '95 and then call back on the choicest trading spots on his way South. If 1500 skins were then in stock, and no more easy pickings seemed likely, he should sail to Japan, try further trade there, then go on to Canton and sell his skins; if the American trade promised to continue fruitful he should pursue it so late as October; if he had fewer than 1500 skins a longer stay would again be the best policy. In any case Bishop must return to the coast in the summer of '96, perhaps touching at some stage not only Japan but "such ports in the Kingdom of Correea as you may have learned will prove advantageous to the voyage".

So Teast made his plans - exact, optimistic, forceful. What of reality? The Ruby, 101 tons burthen and a crew of 21, set off from Bristol on September '29 and cleared the roads 17 days later. She reached the Cape Verde Islands on November 9; Rio de Janeiro, December 8; Port Lewis (just within the Atlantic side of the Cape) January 9; cleared the Cape ("thank God", wrote Bishop, having suffered foul weather even at that time of the year); spent late February - early March at Easter Island; passed the Equator, March 23; sighted the North-West coast, May 7; anchored at 45° 42'N, in the Mouth of the Columbia River, May 22.

The journal for these months showed Bishop in his prime. We meet a seaman of skill, although not genius, who read Cook, Meares, Anson, with intelligent care. Attentive to the needs of his crew,



among whom was a doctor, he sought to counter scurvy by taking aboard oranges at the Cape Verde islands and, when all fresh food had run out, by directing the cook to sweeten the breakfast tea with treacle. Imperialist by instinct, he noted opportunities for trade at every port, and the degree of force which might subdue the ruling power. Bishop's religious attitudes showed in his reading of prayers to the assembled company each Sunday; and at another level, in the genial scorn with which he related a funeral service he attended at Rio de Janeiro. This attitude to religious ceremony bore the Enlightenment stamp, and Bishop reflected that ideology at other points. His interest in science extended from the treatment of scurvy to study of birds, fish, and natural phenomena generally; he speculated that water spouts off South America "were caused by the great heat of the sun rarifying the air to that degree that the encom-bant clouds (become) incapable of containing the quantity of water they had imbibed by evaporation...." Yet Bishop had not quite shed traditional superstitions for when a man-of-war bird flew over the ship he answered the sailors' cry that he try to shoot it down. The attempt failed - and lower deck conversation must have returned to the incident time and again in the months ahead.

Bishop gave a detailed account of the Easter Islanders, the first primitives to come under such scrutiny in the journal. He was sympathetic, even to the point of denying his sailors' opinion, since probably confirmed, that the islanders were cannibal. Their canoes he recognised as showing "what their genius is capable of"; and he found little evidence of the proclivity to theft alleged by earlier voyagers. If the natives did seek an odd picking, surely it was natural for them to feel "desire to



retain some mark as a memorial of having been visited by so strange a People on they must consider us to be". The same good humour permeated Bishop's account of how the males persuaded their women to have intercourse with the sailors in return for some small gift. Did the master himself share in this pleasure? Probably not. He always appreciated female beauty and rated the islanders high; but there was a strain in him which was not that of the average sensual male. He formed attachments for men (Teast at this stage, others will follow), which had undertones of hysteria and passion.

Trade began in the coast soon after the first landfall, and its pursuit dominated the journal while the Ruby plied up to 55° N. and then back to the Columbia by mid-October. The literature of this industry is rich, but Bishop's record has its own unique value. His account of how Indian women treated otter skins was one case in point:

They began by first lacing sticks round the edges of the skin after which a square frame larger than the skin was formed of stout sticks, and the skin spread taught in it. The spreading of the skin being completed it was placed against a tree when the women with a mussel shell knothed around the edge like a saw skraped it for about two hours frequently wetting it until the skin became as thin as parchment when all the Blood, oil etc. being clean off it was laced quite tight to the Frame and placed over the Fire where we suppose it remained till next morning....."

Bishop was always careful to establish happy relations with chieftains, and the result of this concern in one case provided another notable passage. The dignitary came aboard and

Giving me a Fraternal Embrace (a ceremony I thought not to decline) Presented a dress of those skins I have before spoken of - a Laced Hatt and a silver hilted sword where suitable presents in return, and highly gratifying to the Chief, who after being regaled with biscuit and butter and



a few glasses of wine return'd to his canoe and the Trade commenced, an old good humoured blind (but cunning Man) conducting the whole of it for all the cannoes who would sell nothing till the goods had been placed in his hands and his assent given. It was a matter of astonishment for us to see how readily he would find a flaw in the Iron etc., and by feeling the Furs, the best price they ought to fetch, but it being late in the evening before we began Trade it was dark before we got more than 20 skins when the cannoes left us promising to return next day. In returning they sang a different song than they did before, but equally agreeable to the ear: the old Blind man standing up and giving the Brethren a chorus, they where answered from the ship by nine loud Cheers which the surrounding hills re-echoed to each other.....

So Bishop strove to be a worthy servant to his much-honoured employer. His concern to maintain good relations with the Indians led him even to punish his own men who quarrelled with them; the result was to establish genuine friendship with at least some tribes. Yet the crew's welfare went no less neglected, their diet <sup>especially</sup> continuing to engage attention. Salmon, cranberries, and the local potato were bartered from Indians, while the men hunted meat and game. Bishop planted a garden on an islet in the mouth of the Columbia River, the first European cultivation in that region: in due course potatoes and beans came hence to vary the crew's regimen. His comments on weather, bird life, vegetation remained observant and detailed. So did those concerning native customs. He reported that the Chinooks around the Columbia had flattened their heads more effectively than other Indians, so heightening the impression that their faces were carved from a plank. Polygamy was the rule, and wealth determined a man's number of wives. He asked the price to himself of a chief's daughter: 50 sheets of copper, 20 fathoms of



cloth, and a hostage from the Ruby!

Yet such lighter notes as these steadily became fewer and fewer. Even in reaching the coast, we have seen, the Ruby had run behind schedule and as the weeks passed the gap between plan and performance yawned large. At several points all Bishop's efforts failed to win Indian friendship; so the journal reflected less <sup>and less</sup> the 'noble savage' view of primitive man, contempt and disgust taking its place. The crew, well fed or no, suffered from boredom and frustration; one quarrel ended just short of murder. Trading proved hard work indeed. The Indians, hostile and friendly alike bargained hard and knew as if by telepathy the price ruling elsewhere on the coast. The market ran strongly in their favour, several ships having anticipated Bishop earlier in the season. Our hero began learning a lesson which future years were to score and underscore: the wealth of the Pacific ran shallow, offering riches only to a handful while the rest found meagre rewards and a hellish strain.

The Ruby's return to the Columbia in mid-October just beat the onslaught of bad weather. Bishop had now, therefore, to take stock. The season had yielded skins from about 1,000 whole sea otter plus 169 pieces and 483 tails, 104 beaver, 25 silver fox, 38 marten, 20 raccoon, 20 river otter, 150 marmot, 14 deer, twelve black fox, four wolves and one lynx. A wide variety of trade goods had gone in payment for these goods, their value coming to £1,658.12.4 Not a bad haul, but well below Teast's hopes. Moreover, the news from



other vessels on the coast was that the Canton market had turned sour for the time being. This factor combined with the weather to determine Bishop to shelter at the Columbia. He set to work checking the Ruby's equipment but found time to barter with the Chinooks, giving £172.12.3 worth of trade goods in return for 192 leather war dresses. But there was a more pressing need - timber, especially for firewood. The local coast offered no resources, and so Bishop determined to risk bad weather and try for the Sandwich (Hawaiian) Islands. Thence he hoped to return early enough to be the first trader on the coast in 1796.

The decision proved false: the situation was not so desperate as to justify the gamble. In the very act of clearing from the Columbia, January 23 - 24, the Ruby suffered ravages from which she never recovered. All the way to the islands, reached on February 19, she shipped water in floods. Depression crept over Bishop. Some relief came when port was made, and help came from the American brig Washington. Her captain, Roger Simpson, became Bishop's close friend and one more of those maritime adventurers who roamed all over the Pacific. Simpson's goodwill was incapable of healing the Ruby's wounds, however; meanwhile the sailors enjoyed the traditional licence of the South Seas, and made clear their reluctance to exchange this paradise for the dangers of a return to the coast. Bishop's depression returned, and grew. He was not too beset, however, to forsake comment on Hawaiian affairs:

Several of our countrymen who reside with Tom Hany Hau the Sovereign of all the Islands, except Attoo and Onneekeshow had come off to us as we ran down towards the Bay. they came paddling off like the Natives and seemed to Possess a degree of command over them, ordering them with great authority to stay in their Canoes. they



informed us briefly that Tom Hany Hau had taken all the islands lately except the above mentioned and that he was preparing his Forces to Attack them.

Indeed Bishop became so interested that he wrote a formal essay on Hawaiian politics. The themes were suggested in the extract quoted above: involvement of Europeans in native affairs and their part in lifting one chief to dominance.

Returning to his own problems Bishop decided to forsake the coast for the time being, and sail direct to Macao/Canton. There he sought to re-establish the financial basis of the expedition. A difficult task for a simple son of the sea, and Bishop grew weary under the strain. The East India Company's restrictions proved terribly irksome, while the agent to whom Bishop entrusted himself turned out a fraud. Hoping to break the deadlock he put the <sup>Ruby</sup> ~~Nautilus~~ down to Amboyna; there he dealt with a merchant who promptly failed! Back sailed Bishop to China. So it went on, month after month. Nor did the journal make clear the final outcome of these negotiations: how much of his money Feast ever got back, and how he could afford to speculate in so doubtful <sup>a</sup> venture remained mysteries which stressed that empire-building required deep stores of wealth and gambling spirit.

Not until mid-June 1797 did Bishop sail away from Canton. By this time he had exchanged the Ruby for the Nautilus, a brig of 65 tons; the crew was also new, Roger Simpson at its head as supercargo. The old target remained: to trade the North-West coast, then perhaps to repair via Hawaii for the sealing grounds of Masafuero. That such optimism could survive was extraordinary, but it won no reward. A typhoon immediately forced the Nautilus to seek harbour on the southern tip of Formosa. The natives proved savage and nearly murdered one



of the crew. Back on the ocean, the Nautilus had to withstand further storms before reaching Kamschatka. The Russians, among them a man described by Cook, were hospitable, but weeks passed before the voyage could continue. Bishop had to switch plans once more: Masafuero first, then the coast. But the fates were beyond placation, for the brig met still heavier storms in the next leg of her journey, and staggered from Hawaii (early December), through the Ellice Islands (late January) to Tahiti (early March).

1798 )

This last landfall was perhaps the moment of destiny for Bishop. Exactly one year earlier the London Missionary Society had established its station (the first of its kind in the Pacific) there. The Tahitians had at once seen the missionaries as likely providers not of the word of God, but of firearms and other goods and services. When the Europeans disappointed these hopes, tension arose. Bishop entered port ready to trade in weapons. The missionaries offered to supply him from their own stores rather than he should barter these ~~weapons~~ with the natives. Bishop agreed, but the natives were angry. Nevertheless the Nautilus sailed away on March 10, still making for Masafuero. The weather remained shocking however, and on March 23 he was back at Tahiti.

The missionaries were happy to see him for the Tahitians' attitude had become ugly, even threatening massacre. Bishop's return fomented this animosity, but at least offered an exit for escape. The brethren argued what to do. A majority (eleven missionaries, with six dependents among them) decided to contract with Bishop to take them



to Port Jackson, New South Wales. The fee was "1,000 dollars", payable by the London Missionary Society, the directors of which were to look upon the episode with very doubtful eye. But that belonged to the future; the immediate task was to set sail from Tahiti (late March) and steer the leaky Nautilus Southward. During the voyage Bishop broke a blood-vessel; the pumps had to work continually to stem the inflow of two feet of water every hour; the vessel nearly foundered one day on Ball's Pyramid and thenext on Lord Howe Island. But on May 14th. the journey ended. Bishop set foot on the continent which last escaped the attention of himself and his race; he brought from Tahiti men who were to affect Australian history - Francis Oates, William Henry, Rowland Hassall. The episode had more even than national significance: it demonstrated that inter-relation of missionary and trader which was among the most fascinating aspects of imperialism.

The next five months passed in repairing the Nautilus, gathering yet another crew (alas that we learn so little of the men whose privations made the whole story possible), and restocking. The cost took up all Bishop's trade goods, and again the worries of business replaced those of seafaring. What would the next step be? Masafuere still offered her seals. But just before the Nautilus made Port Jackson in May, Matthew Flinders had brought in the survivors of the Sydney Cove from Furneaux Island in Bass Strait. These men reported the presence of seals in that area, and Bishop saw this as his opportunity. In October the Nautilus set off southwards in company with the Norfolk, carrying Flinders and Bass on their circumnavigation



of Van Diemen's Land. Bishop had already decided what technique to adopt:

to proceed.....with a Strong crew of 25 men and two whale boats to kill and dry skins for China, and boil out seal oil for this market,....to leave the ship in a good Harbour and then divide the People in Separate Parties to the different Islands under the command of myself and officers, keeping a few of the Crew boiling oil.....

So he anchored at Kent Bay, Cape Barren island and established his boiling works. As at the Columbia he planted a garden here, so adding to his list of 'firsts' that of cultivating what-was-to-be Tasmanian soil. More important, the Neutilus' crew gathered 5,000 skins and 350 gallons of oil. Provisions becoming short, Bishop returned to Sydney, while 14 men remained behind. Their master returned early in the new year 1799, and the following weeks yielded a further 7,500 skins and 300 gallons oil. Bishop, one of the first two entrepreneurs to farm these fields, now knew the joy of skinning the cream of Pacific wealth: successors were to endure the same frustration as he had known on the north-west coast. Optimism returned to the journal as its author looked forward to returning to England and a more settled life.

On sailing back to Sydney, Bishop contracted to run a cargo across to Norfolk Island. His principal on this occasion was William Campbell, one more of those merchant adventurers whose interweaving careers make up the mesh of so much early Australian history. Perhaps it was on the advice of Campbell, whose buccaneering against Spain was later to occupy many pages of official despatches, that Bishop applied for letters of marque at this time. The intermingling



of war, piracy, commerce and exploration long outlived the Elizabethan era.

Back from Norfolk, Bishop entered close friendship with George Bass. So much that the latter, now unfit for naval duty, decided to begin his return to England in the Nautilus. The journey which began on May 29, and ended at Macao on August, 17, saw some original exploration among the Marshall and Gilbert Islands. Charts prepared by Bass and Simpson from the data now collected were later published by the famous house of Dalrymple. Arrived at Canton, Bishop had another tussle with East India red-tape before selling his cargo and his ship. He then took to passage to England. The journal had now ended, and only through his association with Bass did the next stage of Bishop's life find record.

The two planned yet another speculative journey to the South Seas. So, returned to England after near six years, Bishop at once began to arrange his departure! That he could do this, meanwhile becoming betrothed to a Miss Sparkshot showed how ruthlessly 'the swing' held men once caught in its orbit. The episode also re-emphasised that men were ready to invest in this sort of enterprise. Bass and Bishop gathered £10,000. They purchased the brig Venus and a cargo of general merchandise intended for sale at Port Jackson. From that base they would venture forth (perhaps to the New Guinea isles perhaps somewhere yet unknown) to find a cargo for the Canton market.

The Venus embarked on December 18, 1800, and took eight months to reach Sydney. That long journey itself sapped the couple's



optimism, which shrank further when they found that the market for general merchandise had glutted over the past few months. Again that lesson rang out: some prizes, more frustration. Fortunately Governor King had use for the Venus in one of his imperialist schemes: to supply the colony with cheap Tahitian pork. At year's end the vessel and her masters set off on the venture. En route they added to their achievement as explorers, this time among the Australs and South of New Zealand.

The political situation at Tahiti had altered since Bishop carried off the eleven brethren in 1798. The mission had now, willy-nilly, hitched its fortunes to those of 'King' Pomare, who used the alliance to seek predominance. Bishop must have seen how closely this paralleled the story he had told of Hawaii. Now he himself became part of the Tahitian jabroffio. In charge while Bass went off to Hawaii in search of more pork, Bishop traded fire-arms without restraint. He lent a ready ear to stories that Pomare's enemies planned to attack the chief and the mission. He determined to take the lead in repelling the threat, and so began to drill the natives in military lore. Battle ensued; Bishop won<sup>and</sup> punished his victims heavily. The missionaries thought him an instrument of God; the historian is more likely to see the episode as tragedy. How far Bishop had travelled from the over-generous commentator on the Easter islanders; how far the mission from its stand against trade in fire-arms.

The Venus gathered its cargo. This returned £2,750 at Sydney late in the year, which was most satisfactory. But Bishop's



health now collapsed. When Bass set off on the voyage from which he never returned, his comrade stayed behind. So this period in our subject's life ended.

The next is known to us through the letters and diary of an eccentric gentleman convict, John Grant, who arrived in N.S.W. in May 1804.

Grant, like most of his kind, quickly moved into the upper reaches of colonial society. He found Bishop there already, on terms with both official respectability (from the Governor down) and with the salon society of gentleman convicts who criticised authority. Henry Brown Hayes and Maurice Margat were the outstanding figures in this latter group, and they ultimately shaped grant's own life. But at first he was much closer to Bishop. "A man of noble mind tho' fond of women", the convict wrote of his friend, "an excellent navigator and a poet in his own way on sea subjects..... he possesses a mind very rare for it is as open and artless as my own" Soon Grant was assigned to Bishop who now farmed at Prospect, outside Sydney. "He has 3 men and 1 woman servant, books and every comfort a farm can afford."

An idyll but for one fact: Bishop was going mad. Perhaps the process began at Tahiti, perhaps earlier; it was not a unique fate among those who built the Empire at that time. Bishop believed that he had discovered gold (King sent samples home with a note on the discoverer's sanity; Grant suspected the Governor of shushing the claim up); he believed himself to be the governor. The sole document other than the journal we have in Bishop's hand dates from this period. It was addressed to ex-missionary Hassall now a Trader:



Submitted to  
Hakluyt

THE JOURNAL OF CHARLES BISHOP

Charles Bishop was a Bristol seaman in the employ of Sidenham Teast, a substantial merchant and ship-builder. In September 1794 he set out in the Ruby, 100 tons, for the North-West coast of America. There he participated in the sea-otter trade, with only moderate success.

In January 1796 he sailed from the coast to seek stores at the Sandwich (Hawaiian) Islands, thence to Canton to sell his furs. There he suffered long delay, which culminated with his selling the Ruby, and purchasing the sloop Nautilus. It was June '97 before Bishop sailed again for the North West coast, which he hoped to make at the most favourable period of the year. Then he would exploit the Masafuero & sealing grounds. Bad luck dogged him still, and weather buffeted him from Formosa, to Kamchatka, to Hawaii, to the ~~Leeward~~ Islands, and to Tahiti. This last arrival, March '98, coincided with a climax in the ill-relations of the Tahitians with the London Missionary Society missionaries, established there just one year before. After much discussion, the majority of the missionaries decided to sail with Bishop for Sydney, New South Wales. The Nautilus made Port Jackson in mid May. The next months passed in repairing the ship and making plans for the future. In October the Nautilus set off in company with the Norfolk, bearing Bass and Flinders on their epic circumnavigation of Van Diemen's Land (Tasmania). The Nautilus however, went only as far as the Bass Strait sealing grounds, which Bishop was probably the first to farm. He did so quite effectively; returned to Port Jackson; and set off for Canton.

Ellis

Here the journal peters out. From this stage until 1803 Bishop's life was dominated by his association with George Bass, and can be traced in K. M. Bowden's biography of the latter. From 1803 -09 Bishop lived in Sydney on the verge of lunacy. Some interesting details of this period appear in W. S. Hill Reid, John Grant's Journey. Finally Bishop was shipped home to England, but no trace of his fate has been found.

This resume of the voyage described in the journal (and the copies of letters, memoranda etc. subjoined) will have given some hint of its value. Simply to have been to all those places, survived all those storms, undergone all those experiences, was remarkable enough. That men like Bishop embarked upon such enterprises is, I believe, a fact of some historical importance: the enclosed articles "Australia's Place in 'Swing to the East' 1788 - 1810" (Historical Studies, Australia and New Zealand May 1958, Melbourne) expresses my view that Bishop was an incarnation of the spirit which V. T. Harlow has shown to be so important in the development of the new British Empire of the day. This point can scarcely receive too much emphasis.

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Submitted to  
H. K. L. T.

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Bishop himself appears as quite an interesting man, a <sup>C</sup>ook on a much reduced scale. He was interested in scientific phenomena; in observing the social customs of his ports of call; in attending to the welfare of his men; in expanding the power of Britain. His seamanship was of fair quality, marred by a reluctance to take decisive action in difficult situations. The disintegration of his personality appeared especially in the growing harshness of his treatment of native peoples, adding a tragic theme to the total story. The journal provides insight into the mind of a man, representative of the class of merchant seamen who left few records behind yet played an important part in world commercial history.

I have not read all the literature of the North West fur trade, but my impression is that Bishop does add to the total knowledge of the subject. He gives explicit statements as to the conditions under which rank-and-file seamen were engaged; provides very detailed lists of trade goods; and described the process of the trade in great detail. Two extracts will give the flavour. The first told how Indian women treated the skins of the sea-otter:

They began by first lacing sticks round the edges of the skin after which a square frame larger than the skin was formed of stout sticks, and the skin spread taught in it. The spreading of the skins being completed it was placed against a tree when the women with a mussel shell knothed around the edges like a saw skraped it for about two hours frequently wetting it untill the skin became as thin as parchment. when all the Blood, oil etc. being clean off it was laced quite tight to the Frame and placed over the Fire where we supposed it remained till next morning .....

Our second extract begins with an account of a local chieftain's greeting Bishop aboard the Ruby:

Giving me a Fraternal Embrace (a ceremony I thought not to decline) (he) Presented a Dress of those skins I have before spoke of - a laced Hatt and a silver hilted sword where suitable presents in return, and highly gratifying to the Chief, who after being regaled with biscuit and butter and a few glasses of wine returned to his canoe and the Trade commenced, an old good humoured Blind (but cunning Man) conducting the whole of it for all the canoes who would sell nothing till the goods had been placed in his hands, and his assent given. It was a matter of astonishment for me to see how



readily he would find a flaw in the Iron etc, and by feeling the Furs, the Price they ought to fetch, but it being late in the evening before we began Trade it was dark before we got more than 20 skins when the cannoes left us promising to return next day. in returning they sang a different song than they did before, but equally agreeable to the ear: the old Blind man standing up and giving the Brethren a chorus, they where answered from the ship by nine loud cheers which the surrounding hills re-echoed to each other.

Such passages, which are not infrequent, drive thoughts of the journal's 'historical importance' from the reader's mind. It becomes sheer good reading, without need of further justification.

The next stage of Bishop's Odyssey is remarkable for his account of the European impact on native socio-politics in Hawaii;

Tom Hamy Hau	Several of our countrymen who reside with Tom Hamy Hau the Sovereign of all the Islands, except Attoo, and Onnekeehow had come off to us as we run down towards the Bay. they came paddling off like the Natives and seemed to Possess a degree of command over them, ordering them with great authority to stay in their Cannoes. they informed us briefly that Tom Hamy Hau had taken all the Islands lately except the above mentioned and that he was preparing his Forces to Attack them
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Bishop learnt that European aid had played a large part in this chieftain's success. He saw too that the effect of the fighting thus precipitated was to impose all the devastation of civil war. This is the one point at which the journal deliberately sets out to describe a "political" situation and nowhere do Bishop's powers of observation appear to better advantage.

At Canton Bishop experienced enormous difficulties in the sale of his cargo. The intricacies of the market system and the difficulties created by the East India Company monopoly receive very full illustration. One can well understand the fervour with which men like Teast sought the end of the monopoly. What I have so far found difficult to understand is how Bishop transmitted the proceeds of his sales to Teast, and how far they recouped the considerable outlay on the voyage. Almost certainly Teast suffered a heavy loss, yet we know that his business survived and flourished. The way in which he gathered so much capital, his decision to invest it in so doubtful a venture, are queries which the journal raises very sharply, even if scarcely hinting at the answers.



The Tahitian episode, conjoined with his later visit there in 1802 when pork-trading with Bass, has particular fascination. In Hawaii, as I have said, he observed and described the effect of culture clash between European and native. In Tahiti, he was an important factor in that clash. The missionaries quickly became embroiled in the Tahitians' factional struggles, 'King' Pomare virtually making them tools of his own. In 1798 the missionaries still fought against playing this role, and hence developed the hostility which induced them to flee to Port Jackson. By 1802 the situation had developed so far that if the mission was to survive, Pomare had to vanquish his rivals; and Bishop provided the weapons and military training (becoming in fact Pomare's commander-in-chief) to bring about this result.

As already intimated, Bishop's sealing venture in Bass Strait has the distinction of being probably the first, at least the second. He provides the only known statement of the technique employed at this time:

"to proceed.... with a Strong crew of 25 men and two whale boats to kill and dry skins for China, and bail out seal oil for this (the Sydney) market, .... to leave the ship in a good Harbour and then divide the People in Separate Parties to the different Islands under the command of myself and officers keeping a few of the Crew boiling oil....."

Bishop now scored another 'first'; to cultivate the soil of what later became the state of Tasmania. He is said, too, to have been the first European to turn the soil of the Oregon - Washington area. On both occasions he was growing vegetables to maintain his men.

The Bass period of Bishop's life is interesting for the Tahitian episode, for again demonstrating how capital could be raised for commercial speculation (the two brought out a £10,000 cargo to Sydney); and for the history of Pacific exploration. I would make such points in an introduction, and also aim to place Bishop's final recorded years in the context of "Colonial Society in Embryo" (the title of my second enclosed articles, Historical Studies, May 1956)

At this stage I should state my qualifications more fully. My Academic record runs thus:

1951: Graduated B.A. with first class honours from School of History, University of Melbourne.

1955: Awarded M.A., University of Melbourne, first class Honours, for my thesis, New South Wales under Governor King, 1800 - 06. It was in doing this work that I became acquainted with Bishop and the background to his career.



- 1956: Graduated B.A., with second class honours (division one) from University of Cambridge. As an affiliated student I read for Part 11. of the History Tripos. Peterhouse was my college.
- 1961: Awarded Ph.D., Australian National University, for my thesis, "Society and Thought in Eastern Australia, 1835 - 51"
- 1960: Lecturer in History, University of Tasmania.

I have published several articles other than the two enclosed. That of greatest substance is "Maurice Margarot, A Radical in Two Hemispheres, 1792 - 1815", Bulletin of the Institute of Historical Research, London, May 1958. Over the past few years I have written the article on "Australia" for the Britannica Book of the Year, and several smaller items for Encyclopaedia Britannica publications.

Referees covering the various stages of my academic life would be:

R. M. Crawford Professor of History, University of Melbourne.

D. Mack Smith, Fellow, Peterhouse.

John Armitage, Editor, Encyclopaedia Britannica.

Sir Keith Hancock, Professor of History, Australian National University.

C. M. H. Clark, Professor of History, Australian National University.

Douglas Pike, Professor of History, University of Tasmania.

It is pertinent to indicate that I can rely on the aid of people more expert than myself in various fields. They include:

Margriet Roe, my wife, who holds a Diploma of Anthropology (1956) from the University of Cambridge and has latterly been a research student in the School of Pacific Studies, Australian National University.

H. E. Maude, formerly Resident Commissioner of the Gilbert Islands and now Senior Fellow, School of Pacific Studies, Australian National University. Mr. Maude has made an intensive study of Pacific exploration.

John Earnshaw, Lindfield, Sydney. Mr. Earnshaw is an "amateur" historian of vast assiduity and generosity. He and K. M. Bowden really "discovered" Bishop and his journal. Mr. Earnshaw has been to much trouble and expense seeking to trace down Bishop's life in England. Should this publication project go through, I might well ask that his name, and that of my wife, appear on the title-page.



I must add a disclaimer to these qualifications. To do the job of editing perfectly one would have to gather a vast store of knowledge - concerning geography, anthropology, economic history, natural history, maritime lore, the contact of Europeans with all the places at which Bishop touched. I do not believe that such perfection is within the bounds of my patience and time. I would aim at presenting a well-edited text, with an introduction and footnotes which indicated to the reader both content and limits of my own knowledge. The result, I believe, would be neither to disgrace Hakluyt standards, nor to simulate their very highest level.

I would end with a statement concerning the physical qualities of the journal. As already stated it is more than just an annotated log, containing as well lists, memoranda, and copies of letters (chiefly to Teast). In fact the journal proper carries the story only to the arrival of the Ruby at Canton; thereafter the letters became our sole source of information. Determining how great a part of the letters from the Ruby period should be exercised will prove the largest editorial problem.

The material is written in a clear hand, with punctuation and spelling sound enough always to make the meaning clear.

The document is in two pieces, held respectively by the Archives of British Columbia, Vancouver, and the Mitchell Library, Sydney. The former institution has quite definitely signified its willingness to have the journal published under the Hakluyt imprint; the latter has shewn only a little more hesitancy, probably due in great part to the very tentative terms of my request. The Vancouver section has the 98 pages of journal proper (carrying the story down to the Ruby's arrival in Canton) and 62 pages of appendices; the Sydney section has 105 further pages of appendices. Each sheet is foolscap and holds approximately 500 words. The final volume would, therefore, come out around 100,000 words.

The following articles have ~~also~~ detailed any part of the document.

F. W. Howay; "Early Followers of Captain Grey"; Washington Historical Quarterly XVIII, 11 - 20. A general description of the Ruby's stay on the North West Coast.

T. C. Elliott; "Introduction and Annotations to the Journal of the Ship Ruby"; Oregon Historical Quarterly 28, 258 - 80 Covers the sixteen daily entries while the ship was in and about the Columbia River.

T. C. Elliott, "Journal of Captain Charles Bishop of the "Ruby" in 1795" Oregon Historical Quarterly 29 (possibly 28) 337 - 46. Includes extracts from Teast's instructions to Bishop, and transcribes



the journal from the landfall of the American coast to the arrival  
at the Columbia (may 8th. to May 22nd. 1795)

My notes of these articles were taken years ago and might  
not be fully accurate. There is no doubt, however, that the journal  
remains substantially unknown and unpublished.

MICHAEL ROE.