

GILBERT ISLANDS

(General)

undated

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From Western Pacific High Commission Archives

and other sources

- (1) Gilbert Islands (undated)
- (2) Gilbert Islands (to 1849)
- (3) Gilbert Islands (1850-1859)
- (4) Gilbert Islands (1860-1869)

For 1870-1879 see in File 23

For 1880-1889 see in File 30

For 1890 to the present see in File 38

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GILBERT AND ELLICE ISLANDS

CHRONOLOGICAL LIST OF REFERENCES: 1818-1879

- 1818 Discovery of 'off-shore' or Pacific Islands whaling grounds - Tower, p.58.
- 1820 Over 20 American whalers cruising in the Pacific 'off-shore' grounds - Tower, p.58.
- 1821 Discovery of Nukulaelae and Niulakita by Capt. George Barrett, of the Nantucket whaler 'Independence'.
- 1824 Capt. Duperrey visits Gilberts & Northern Ellice in the 'Coquille' - MS 209 (file F/1).
- (c.) Discovery of Niutao & Vaitupu by Capt. Folger of Nantucket.
- ✓ Mutiny on whaler 'Globe' near Gilberts. Mutineers, led by Comstock, visit Tabiteuea - Paulding, pp.141-3.
- 1825 Discovery of Nui by Capts Koerzen & Eeg of the 'Maria Reigersbergen' & the 'Pollux' - MS 213 (File F/1).
- Lieut. Hiram Paulding visits Nikunau & Tabiteuea in U.S. schooner 'Dolphin' - Paulding, pp.72-107.
- 1827 (or 1828) Tamana discovered by Capt. Chase, in the ship 'Japan' of Nantucket) - Fanning, pp.316-321.
- ✓ Crew of whaler 'Emily' attacked at Abemama while watering - Dillon I:211-2.
- 1833 Whaler 'Japan' (Capt. John May) visits Nukufetau, Tamana, Abemama, Aranuka (?), and Arorae - Jarman, pp.160-70.
- 1834 Robert Wood (alias Grey) leaves the English whaler 'Jamie' to live on Little Makin - Wilkes V:72.
- 1835 Whaler 'Corsair' of Liverpool, wrecked on Nautilus shoal, off Tabiteuea, Jan. 13 - Woodford, pp.337-8, Hale, p.81.
- (c.) Trading brigantine 'Hound' visits Tabiteuea, Abemama, Kuria, Butaritari & Makin - Coulter I:189-237.
- 1837 Gilbertese drift voyage from Marakei to Pomape - Hale, p.190.
- 1838 Feb. 11: John Kirby, deserter from English whaler 'Admiral Cockburn', commences 3 years stay on Kuria - Wilkes V:65.
- 1840 c. Dec: English whaler 'Offley' lands 6 Beru girls on Kuria - Wilkes V:67.

- 1841 U.S. Exploring Expedition: 'Peacock' and 'Flying-Fish' visit Gilberts and Ellice - Wilkes V:37-107.
- 1842 May 14: Dr Baker visits Aramuka on an English whaler - Friend 25.3.44.
- 1846 March: Richard Randell and George Durant set up trading establishment on Butaritari - L.H. Gulick (letter), and Allison Gulick, p.58.
- Wreck of 'Columbia' on Nonouti and ransom of crew - Friend 1.12.46, pp.180-1.
- 1847 French corvette 'L'Ariane' visits Arorae (Dec.31) and Ocean Island - Pam.(145) and Note Book 13 (Dutailis).
- Boyd's recruiting vessels 'Velocity' & 'Portenia' visit Nukufetau, Arorae, Nikunau, Beru, Onotoa & Nui, returning Rotuma 20.8.47 - CO201/387, f.268 ff.
- 1848 Attack on the whaler 'Triton' at Nonouti (file F/4).
- Walter Holliwell left on Abemama by Captain of Sydney whaler 'Genii' - File 5.
- 1849 Randell detains High Chief of Abaiang on Butaritari - Pierson's journal MS 239, p.20.
- Manufacture of sour toddy on Butaritari alleged to have commenced - Ibid, p.35.
- 1850 John D. Jones visits Gilberts, Ocean Island & Nauru on whaler (1850-2) - Roving Printer, pp.99-249.
- Walker, et al, land on Abemama ex 'Flying Fox', trade there, & are murdered - Nautical Magazine, vol.31, no.8 (Aug., 1862), pp.408-14.
- 1851 Visit of the 'Wanderer' (Benjamin Boyd & John Webster) to Nikunau, Tabiteuea & Ocean Island - Webster, pp.24-50.
- Whaler 'Charles W. Morgan' attacked by natives of Nonouti while drifting on reef in a calm - Whipple, pp.70-84, etc.
- High Chief of Abemama has Europeans (19) killed - Pierson journal MS 239, p.31; Bingham's letter of 23.11.57. *Jones, H. 249-50*
- Sept. 25:*
1850 (~~February?~~) Whaler 'Flying Fox' wrecked on Nonouti - Webster's journal, *Jones, H. 112-13*
- 1852 American brig 'Inga' of New Bedford (Capt. Barnes) captured by natives of Nauru - Nautical Magazine (1854), p.66; Roving Printer, pp.257-61.
- August: Visit of missionary vessel 'Caroline' to Butaritari - L.H. Gulick (letter), and Allison Gulick.
- ~~July~~

- July: Death of King of Butaritari - L.H. Gulick (letter), & Allison Gulick.
- January: Massacre ~~by~~ Nonouti boat-steerer on 'William Penn' - Roving Printer, pp.261-2.
- January: Whaler 'Ontario' wrecked at Butaritari - Friend 19.10.52, & May, 1853, p.38.
- 1855 Dr G. Pierson visits Nikunau, Beru, Tabiteuea, Nonouti, Abemama, Abaiang & Butaritari, 26.6.55-12.8.55 - Pierson journal MS 239.
- 1857 Nov. 17: Rev. H. Bingham arr. Abaiang to commence A.B.C.F.M. mission - File F/8.
- 1860 Mahoe and Haina commence mission work on Tarawa - File F/8.
- 1863 King of Abemama decimates Kuria & Aramuka; fugitives fly to Tarawa, Maiana & Abaiang - File 1.
- Peruvian slavers take people from Tabiteuea & other southern islands - File 1.
- 1865 James Lowther commences trading on Nonouti - Maxwell, 'Emerald' Report, 1881, Pam.(74); or 1863 - Moore, 'Dart' Report, 1884, p.30.
- Aug. 19: Kanoa & Maka commence mission work on Butaritari; ~~Hawaiian-
sawm murdered three~~ - Friend 1.8.67, pp.76-7.
- 1866 June 25: King of Butaritari kills 3 Hawaiians unloading 'Pfeil', when drunk; Kanoa & Maka consequently withdraw to Ebon - File F/1.
- 1867 Kanoa & Maka return to Butaritari - File 1; Bingham, Report on 'Morning Star' visit, 1867-66.
- 1.7.67-24.1.68: Bingham visits Vaitupu, Nui, Tamana, Onotoa, Beru, Tabiteuea, Nonouti, Abemama, Tarawa, Abaiang & Butaritari in 'Morning Star' - see Report (undated).
- 1868 Kapu & Nalimu commence mission work on Tabiteuea - File F/8.
- 1869 March: Abaiang rebels shoot Mahoe - File F/8.
- 1870 October: Rev. S.J. Whitmee makes first L.M.S. visit to Arorae, Tamana, Onotoa & Beru - Pam.(122), pp.67 ff; Whitmee.
- May 15-26: U.S.S. 'Jamestown' visits Tarawa, Abaiang & Butaritari - Friend (Sept., 1870), pp.86-7; (Nov., 1870), pp.98 & 102.
- 1871 July (?): Rev. Bingham & Mr Snow visit Southern Gilberts - Pam.(122), p.89.
- 1872 Oct. 10-24: H.M.S. 'Blanche' visits Tarawa, Tabiteuea & Nonouti - Brazier MS.

U.S.S. 'Naragansett' visits Nikunau, Beru, Tabiteuea, Abaiang & Tarawa - Friend 2.11.72, pp.88-9.

1873 Aug. 10: Tahitian labour schooner 'Eugenie' wrecked on Tabiteuea - Friend 1.6.74, p.45.

June 28-30: H.M.S. 'Alacrity' (Capt. Sanders) lands natives kidnapped by 'Carl' on Tabiteuea & Maiana - Britton, P'stat 8.

1874 August: H.M.S. 'Rosario' visits Abaiang & Tarawa in search of Bully Hayes - SS to Gov., Fiji, 28.12.75.

1876 April-June: H.M.S. 'Renard' (Lt. H. Pugh) visits Abaiang & Tarawa re murders of Keyse & Sullivan - SS to Gov., Fiji, 23.10.76; Pam.(199).

H.M.S. 'Sappho' (Commander Digby) visits Abaiang & Tarawa to assist Lt. Pugh - SS to Gov., Fiji, 23.10.76.

1878 French despatch boat 'Le Limier' visits Arorae with repatriated labour - Pam.(194), p.427.

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GILBERT AND ELLICE ISLANDS

VISITS OF WARSHIPS

(A) British:-

1872

- (1) Blanche: (Capt. Cortland), visit to Gilberts (Tarawa, Tabiteuea and Nonouti) on Oct. 10-24. Brazier MS in ML (photostat ~~or order~~). P.P. 5.510
April, 1872 #205
- (2) Barossa: (Capt. Moore), visit to Tabiteuea. The Friend, 2.10.72.
- (3) Basilisk: no information.

1873

- (4) Alacrity: (Capt. Sanders), visit to Gilberts (Tabiteuea and Maiana) in June. Britton, H. "The Pacific Labour Trade". Melbourne Argus, Parts VII-K, issues for 1.11.73, 10.11.73, 22.11.73, 2.12.73. (Photostat No.8).
- (5) Dido: no information.

1874

- (6) Rosario: visit to Gilberts in August. R. Randolph, Abaiang, to Commodore, Australian Station, of 28.12.74. (Note: visit was in 1870 according to Bridge in the Espiegle Report).

1875

- (7) Myrmidon: (Commander the Hon. Rd. Hare), visit to Gilberts c.1875. Commodore A.H. Hoskins to Sec. to Adm. of 23.8.76, para.1.

1876

- (8) Renard: (Lieut. H. Pugh), visit to Gilberts and Ellice in June. Commodore A.H. Hoskins to Sec. to Adm. of 23.8.76, para.1. (Note: his letter of proceedings was dated 21.8.76. Commodore A.H. Hoskins to High Commissioner of 7.5.78).
- (9) Sappho: (Commander Digby), visit to Gilberts in June or July. Commodore A.H. Hoskins to Sec. to Adm. of 23.8.76, para.2.

1881

- (10) Emerald: (Capt. W.H. Maxwell), visit to Gilberts and Ellice on May 13-June 6. I have Printed Report: MSS (74) and (136).

1883

- (11) Episcopia: (Capt. C.A.G. Bridge), visit to Gilberts and Ellice on May 26-June 10. I have Printed Report, bound in volume of Dart Papers.

1884

- (12) Dart: (Lieut. & Commander W.U. Moore), visit to Gilberts and Ellice on June 13-July 26. I have a typescript of his Report: MS (138).

1886

- (13) Miranda: (Commander E. Rooke), visit to Gilberts and Ellice on May 10-June 28. I have Printed Report and a typescript of it: MSS (129) and (69).

1892

- (14) Royalist: (Capt. H.M. Davis), visit to Gilberts and Ellice on May 18-AUG. 4. I have typescripts of his two Reports (in duplicate): MSS (100) -- (104).

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(B) United States:-1825

- (1) Dolphin: (Lieut. Hiram Paulding), visit to Nilamau and Tabiteuea. Paulding, pp.72-107.

1870

- (2) Jamestown: (Captain William Truxtun), visit to Tarawa, Abaiang and Butaritari on May 15-26. The Friend, Sept., 1870, pp.86-7; Nov., 1870, pp.97 & 102.

1872

- (3) Massachusetts: (Commodore Mervino?), visit to Nilamau, Beru, Tabiteuea, Abaiang and Tarawa. The Friend, 2.11.72, pp.38-9.

1889

- (4) Iroquois: visit to Butaritari. Rearid's Journal, pp.1-6.

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(c) Germany

1888

- (1) Eber: visit to Gilberts. High Commissioner to Rear Admiral Fairfax of 24.12.88.

1891

- (2) Alexandrine: visit to Gilberts (Marahei, Abaiang, Tarawa, Abomama, Tabiteuea). Davis, Royalist Report.
- (3) Wolf: visit to Gilberts (Abaiang, Tarawa, Maiana). Davis, Royalist Report.
- (4) Sperber: visit to Gilberts in May (Butaritari), and December (Butaritari, Maiana, Tabiteuea). Davis, Royalist Report.

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(D) French:-1824

- (1) La Coquille: corvette (Capt. Duperrey), visit to Gilberts and Northern Ellice. Ms. 209 (File F/1).

1847

- (2) L'Ariane: corvette, visit to Arorae (Dec.31) and Ocean Island (Jan.16, 1848). Pam. 145.

1878

- (3) Le Limier: despatch boat, visit to Arorae with repatriated labour. Pam. 194, p.428.

1888

- (4) Le Fabert: cruiser (Commander Benoit), visit to Nikunau, Nonouti and Butaritari with first Catholic missionaries. Hartzler; Pam. 194, p.428.

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Naval Reports on the Gilbert and Ellice Islands

Printed Reports

Miranda - 1886 (Rooke - Commander)
Emerald - 1881 (Maxwell - Captain)
Dart - 1884 (Moore - Commander)
Egeria - 1889 (Oldham - Commander)

Written Reports

Royalist - 1892 (Davis - Captain)
Espiegle - 1883 (Hunt, G.R. Le. Bridge - Commander)
Curacoa - 1892 (Gibson - Captain)

Basilisk - 1872 (Moresby)
Renard - 1876 (Pugh)

Drift Voyages to and from the Gilberts

From: Riesenbergs, S.H. 'Table of Voyages affecting Micronesian Islands'. Oceania 1965-1966, 36:155-168.

Between Carolines and Gilberts

188. Gilberts to Kusaie: ABCFM letters, P.J. Gulick, Nov. 8, 1857. 1857: The Morning Star picked up at Kusaie two Gilbertese, a man and a woman, who had drifted there.
189. Gilberts to Mokil: Eilers 1934: 380. Mention of two Gilbertese on Mokil who wanted to be taken home on the Morning Star.
190. Gilberts to Nukuoro: (a) Eilers 1934: 180. Time of 49th high priest (65th lived about 1810, 101st living in 1910): 300 Gilbertese arrived in 30 canoes. Sailed off again to N.W. (b) Ibid. A canoe with 10 people arrived, all remained. (c) Kubary 1900: 6. Vessels arrived from 'Noto' (Onotoa?) and 'Makeni' (Makin?), men and women aboard; settled down and remained.
191. Gilberts to near Truk: Sharp 1957:68. Two Gilbertese, in small boat, drifted off shore in night. Ended up near Truk; returned home by Truk officials.
192. Arorae to Ngatik: Riesenbergs unpublished notes. 1946: four Gilbertese left Arorae, storm occurred, drifted 59 days to Ngatik one man died at sea. Stayed at Ngatik three months, taken off by station ship to Ponape, flown to Guam (Feb. 1947, in company with Riesenbergs), thence returned to Gilberts.
193. Maiana to Mokil: Weckler, 1949:69. 1879-84: three Gilbertese fishing in a canoe, struck by squall, drifted 6 or 7 weeks, landed at Urak, Mokil. To survive en route drank rainwater, ate pandanus-matting sail. One man died, the other two returned to Gilberts with the help of Ponape missionaries.
194. Maiana to Ponape: Weckler, 1949:69. 1911 or 1912: one of the men who had previously made the Maiana to Mokil trip (see No.193) sailed with another Gilbertese in a whaleboat to Ponape, stopping at Pingelap a month en route.
195. Marakei to Ponape: Sittig, 1896:524. 1837: Bishop Maireret says he saw a man who had landed at Ponape by accident from 'Marakai, in the Tarawa Group'.
196. Onotoa to Nukuoro: Eilers, 1934:181. In time of 58th high priest (65th lived about 1810), 6 men and 9 women arrived, two men had died en route.

a torrid sun after they have left their boat, before they can preach to the natives. Such must be much of the experience of the missionaries in the Gilbert Islands. But thanks be to God that our Hawaiian missionaries do engage, to some extent, in this work. How far to urge them to increased efforts I know not, I have suggested six tours per annum of ten days each."

Letter from Mr. Bingham, October 20, 1863, in the Missionary Herald
for August, 1864, p.244.

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"Islands Depopulated - Slavers.

The population of Tarawa, Maiana and Apaiang has been somewhat increased by the arrival of fugitives from Anamuka, (Henderville's I.,) a large portion of the population of that Island having been driven off by the king of Apemama. Kuria (Woodle's I.) has also been greatly depopulated in the same ~~manner~~ way. Probably most of the fugitives from Kuria have perished at sea, as only two canoes are reported as reaching Maiana."

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Letter from Mr. Bingham, October 20, 1863, in the Missionary Herald
for August, 1864, p.244.

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"Islands Depopulated -- Slavers.

... .. But sadder yet has been the partial depopulation of
Tapiteneā, and of some other Islands in the southern portion of this
group, by so-called "slavers" from Chile or Peru, or perhaps from both.
Capt. Weiss reports having fallen in with four of the fleet at ~~Rotuma~~
Rotuma. He judged that there were at least four hundred natives on
the vessel nearest him, and thinks thousands must have been taken from
our group. Capt. Fairclough confirms the statements respecting
Tapiteneā. It seems almost incredible; but our prayer is, that God
will avert the evil from this people, in whose welfare we feel a special
interest. The matter seems to be attracting the attention of British
authorities."

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FO58/102

No.8 folio 19.

British Consulate
Apia Upolu Samoa
19 June 1864.

My Lord,

I have the honor to acknowledge the receipt of your Lordship's despatch No 10 dated Foreign office November 3, 1863, and in compliance with that Despatch I now have to report to your Lordship that not any of the kidnapped natives from Savage Island, Danger Island, or the Union Group have been returned to their respective Islands, altho the "Ellen Elizabeth" Muller master with a Peruvian officer on board landed about one hundred and ten men, women and children from the Kingsmills Group on Penryhn - and I herewith enclose depositions made by two parties who were in the Brig - showing the treatment the natives received of the Peruvian officer's hands.

I have the honor to be
Your Lordship's
most obedient
Humble Servant
John C. Williams
H.B.M. Consul.

Her Majesty's
Secretary of State
for Foreign Affairs
London.

Island of Upolu
Harbour of Apia.

Sheweth I Adolphus Bassett formerly of the island of Santol near to the Isle of Jersey in the channel but have been for the last fifteen years sailing out of London, Sydney and Melbourne being duly sworn do depose and say that on the ninth day of March 1863 whilst at Sydenham Island in the Kingsmill Group I agreed with the Master of the Chili Brig Ellen Elizabeth (as per agreement produced) to accompany him as Interpreter to San Jose Lambiageagiu. That at the time of my joining the Brig there were about fifty Cleark Islanders on board. We took off Sydenham Island about twenty five - and about twelve women and one man from Drummond Island, and from Hope Island about fifty, but when we started from the Islands we had on board in all one hundred & sixty one, we sailed then for Peru, but on the passage many of them died from cold - and work, for they had to pump - and want of food. After arriving at San Jose Lambiageagiu found that we could not land the natives - when a Peruvian officer was sent on board after we had been at anchor some three months with orders not to land the Natives but to carry them back to their own islands - after repairing the vessel at Paita & calling at Tonibas for water we sailed for the South Sea Islands, on our voyage we sighted an high island, when the officer wanted to land the natives but the Master of the vessel would not agree to that for there was no food on the Island so we came on to Penryhn's Island, when one hundred and ten of the natives were landed, the sick ones were glad to land but the well ones were anxious to go to their own lands. On the passage the Peruvian officer was very unkind to the natives beating them with ropes - and tarring them. The natives had Rice twice a day about a tumbler full each time, and about three tumblers of water per day. The Peruvian officer

treated the natives very unkindly & through him that they were landed at Penryhn's Island instead of their own. He took one of the women to live with him.

And further deponent sayeth not.

Adolphus Bassett

(Bernard? Corrad?)

Sworn before me this nineteenth day of June 1864

John C. Williams

H.B.M. Consul.

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Island of Upolu
Harbour of Apia.

Sheweth I John Fullenk formerly of Denmark but now temporarily residing in Apia being duly sworn do depose and say, that I joined the Chili Brig "Ellen Elizabeth" Muller Master at Lombiagegiu on a voyage to the South Sea Islands for the purpose of returning the islanders to their own Islands. We sailed to Paita & Tombas & from there to an high Island where the Peruvian officer on board and the Master proposed to land the natives, but not being able to effect a landing and there being no food on the Island they were not landed, but we sailed to Penryhn where we landed about one hundred and eleven men women and children belonging to the Kingsmills Group - the people were forced on shore & landed against their will for they wanted to go to their own islands. On the voyage to Penryhn Island the Peruvian officer used to flog them with rope & rub tar and grease over their bodies for his amusement. Some sixteen or seventeen of them died from over ovrk & hunger for they had to be always at the pump. Rice was served out twice a day to the natives about three quarters of a tumbler full each time. The rice was cooked -

and a little tea cup of cold water twice a day. The natives were badly treated on board by the Peruvian officer & the Master & I have seen the dying thrown over board before they were dead. The Peruvian officer, Master & Mate each had a woman to live with them.

And further deponent sayeth not.

Johan Fulling [?]

Sworn before me this nineteenth day of June 1864

John C. Williams

H.B.M. Consul.

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The Friend 1.6.64, vol.21, no.48

LOST BOAT OF THE ASTERION

Off the Harbour of Honolulu

Thursday, May 20, 1864

Rev. S.C. Damon, -

Dear Sir: -

By request of Capt. Willey I write to inform you of the chief officer of the ill-fated ship Asterion. I suppose you have the particulars from Capt. Hurd up to the time he left Baker's Island. Owing to the currents, and not having chronometer time, he was unable to find Howland's Island, after trying some fifty-six hours. He then had to do the next best thing, as it was impossible to get back to Baker's. He with the rest of the boat's crew were in the boat nine days, without seeing land, and at the dawn of the 10th they were overjoyed with the sight of land which proved to be one of the islands of the King's Mill Group. I forget which it was. For eight days they had nothing to eat nor water to drink. He was on this island six weeks before he had a chance to get away. At the end of that time a small schooner, which was in the oil trade, touched there. The schooner's name was Clarence, of Sydney, and which, after cruising from one island to another, returned to that port, where he (Mr. Alrick) arrived safe last February. I was at that time in the American ship Black Hawk, Captain Seth Doane. We were in Newcastle at the time he arrived in $\frac{1}{2}$ Sydney. Captain Doane sent for him to come to Newcastle, which he did, and took passage with us from thence to San Francisco, and arrived April 20th, 1864. As soon as we arrived he sent a dispatch to his wife. He spoke very highly of the treatment he received at the ~~King's~~ King's Mill Group, and ~~thought~~ thought he should like to live there if he had his family.

Yours respectfully,

William Church

Chief Officer of the ship Ladoga.

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From Towns Papers.

(R. Towns & Co. to R. Brooks & Co., 23 Sept. 1865)

"We have a letter this morning from Capt. Eury dated from Pitt's Island 3rd June - he had then 52 Barrels Sperm oil & 25 Hhds. of Cocoa Nut and had formed two stations near Pitt's Island. He reports favourably of his ship & crew - the Cocoa Nut oil has cost him £18 per ton. I did hope Eury would have tried the Ochotz Sea but I expect he is afraid of cold weather. Black oil is now worth £55 in this market."

(Letter Books, Towns to R. Brooks & Co. set 307 item 72, p.29).

(R. Towns & Co. to R. Brooks & Co., 16 Oct. 1865)

"We have a letter from Captain Eury of barque "Caernarvon", which left this on a Whaling Voyage 3rd March last - he writes from Pitt Island on 3rd June as follow: - 'I arrived here on 31st May with 52 Brls Sperm Oil & 25 Hhds. Cocoa Nut Oil. The barque makes no water, and I have good hopes of getting more Sperm oil on the line. I got Whale near the land and saw them three times in four days but having a scoundrel of a mate we lost them.'

Please insure above and perhaps it would be well to take out £1000 open policy in Sperm £70 and Cocoa Nut @ £30 - he had landed 20 Tons Casks for the latter at an island where he thinks the natives will make it out for him."

(Letter Books set 307 item 72, p.29/30).

(R. Towns to R. Brooks, 23 Jan 1866)

"We hand you herewith "Caernarvon's" last outfit account showing £710.8.10 to your debit, it was unusually heavy by reason of a large

From Towns Papers.

quantity of Trade put on board, Eury having an idea that he could thereby secure 60 to 70 tons of Cocoa Nut oil; we hope he may but as he had only got about 20 Tons by last a/c, we have not much faith and fear he is obtaining it at the expense of her sperm."

(Letter Books, Towns to R. Brooks & Co., 1859/1876, set 307, item 71).

(R. Towns to R. Brooks, 20 Feb. 1866)

"We have had to new metal the "Caernarvon", and are about to fit her out for another mixed voyage Trading and Whaling. Her last barely pays its expenses but Eury has left Trade Boats & men at one or two stations collecting oil, so that the result can scarcely be taken from one voyage only."

[The Caernarvon arrived 1 Feb. 1866, had been absent 12 months - 56 barrels sperm and 40 tons cocoanut oil].

(R. Towns to R. Brooks, 22 May 1866)

"Account sales Cocoa Nut Oil showing as net proceeds due 8th July 1866 £1539.0.7, of which your 1/3 share £513.0.3 is on that day passed to your credit."

The ms. Shipping Lists show Caernarvon "from a whaling voyage" and the Remarks column show 5 members of crew as deserted (place not given), and 10 deserted at Levuka, April 25. 2 A.B.'s, cook & cooper discharged at the Fijis.

(Letter Books, do.)

From Towns Papers.

(R. Towns & Co. to R. Brooks & Co., 20 Feb. 1866)

"Caernarvon" arrived on 1st inst. with 45 Tons C. N. oil and 5 Tuns Sperm The C. Nut oil we have sold here at from £38.10.0 n. cash in bond to £42 duty paid, 4 m/-, which we deemed more prudent than sending home - the result will be about the same if the price keep up, but it seems to us above the average level and more likely to fall than to advance."

(Letter Books, 1865/71, set 307, item 72, p.47).

(R. Towns & Co. to R. Brooks & Co., 23 Nov. 1866)

"We observe that Cocoa nut oil was selling well, but that you thought it would decline, we deemed it expedient to sell the lot ex Caernarvon @ £37.10 here nett Cash, taken from the Wharf - we look upon this as equal to £45 at home and think it better to secure that than to run a risk."

(Letter Books, 1865/71 set 307, item 72, p.102).

(R. Towns & Co. to R. Brooks & Co., 23 Jan. 1867)

"Cocoa nut oil has been sold to some extent at £37.10.0 net cash, which will require your market to keep up to present quotations to pay a commission."

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

(R. Towns to R. Brooks, 1 Dec. 1866)

"We have to advise that we have sold the C. nut oil ex "Caernarvon" in preference to shipping it as we are somewhat doubtful of your market keeping up.

The vessel is now nearly all stowed again and will leave this day week

From Towns Papers.

and Eury hopes to be back in April with 100 Tons - we re-echo his hope as our fervent wish. You had better insure £3000 value at £30 per. Ton as Interest may appear from lading at Island or Islands in the Pacific until discharge at Sydney - reserving liberty to take sperm whale.

The old ship is as tight & staunch as possible and admirable adapted for the oil Trade. Her Timbers moreover are so saturated with oil now that they will never rot. Her out fit this time will not be a very expensive one, and he Eury, says that nearly all the oil of both voyages is the produce of the first trade. The 100 Tons he expects has meanwhile been collected for him is, chiefly, the produce of the second outfit."

[The Caernarvon arrived 12 Nov. 1866, "from the South Seas". The S.M. Herald has no record of the cargo or its sale in Sydney, but the issue of 23 Nov. has "Cocoanut oil dull at £34 to £35". The MS. Shipping List has her as "from a Whaling voyage", but the Remarks column has the following notes:-

J. King, mate, discharged at Ovalau, 14 May '66; J. Rodriguez, second mate, discharged at Apian, 23 Sept.; M. Rodriguez, A.B., discharged at Coral Island 1 Aug.; J. Williams, cook, exchanged at Apian, C. Reitz, carpenter, discharged at Hall's Island, 7 Nov., W.J. Hill, O.S. discharged at Rotumach, 24 May; J.B. Federtsen, O.S., discharged at Pitt's Island, 1 June.]

(Letter Books, do.).

(R. Towns to R. Brooks, 24 Jan. 1867)

The "Caernarvon" sailed on the 8th Dec. Eury was in strong hope that

From Towns Papers.

he would yet be able to make a return for all the outlays on his C.N. oil expedition. We had 5 Tons up the other day by a small vessel on his account, which we sold along with a large parcel we had on S.S. Island a/c @ £37.15.0 to Scott Henderson & Co. for shipment to Atkins & Co, so that you will be able to see what they gain by it; it is shipped pr. "Australian."

(Letter Books, do.).

(R. Towns to R. Brooks, 22nd Feb. 1867)

"Herewith we beg to hand you certain accounts connected with the "Caernarvon", viz:-

Inward Disbursements say	£ 319. 1.0
of which 1/3rd to your debit	£ 106. 7.0
Account sales of C. Nut oil	£1938. 1.0
of which 1/3rd to your credit	£ 646. 0.4
Outward Disbursements	£1516.11.6
of which 1/3rd to your debit, say	£ 505.10.6

Eury reports having about 60 tons more oil secured (if such a term be applicable to produce scattered about on the South Sea Islands) under charge of some of the greatest rascals unhung. If, however, Eury's estimate be correct the account will yet work out, altho' we were inclined with yourselves to think that it had a very doubtful aspect last year."

(Letter Books, do.).

(R. Towns to R. Brooks & Co., 23 Apr. 1867)

"Respecting Insurance on the Caernarvon our impression is that we always (in former times) purchased Eury's share at a sufficient price below the market price to cover the Insurance. His Bay we used to

From Towns Papers.

purchase at £10 to £12 below the market price to cover casks, Insurance and Interest - his share at about £3 below the market price to cover Insurance as casks and Interest he bears in his share of the debit for disbursements. In the case of C.N. oil especially when sold here and he gets the full value he rightly falls to be debited with his share of Insurance.

(Letter Books Feb. 1865/ Jan. 1867, set 307, item 72, p.134).

(R. Towns & Co. to R. Brooks & Co., 23 Oct. 1867)

"We have a small parcel of cocoa nut oil in today out of the lot left at the islands by Capt. Eury - we think of selling here, but for the reason just given* we shall have to hold for a time as offers are low."

(Letter BooksFeb. 1865/ Jan. 1871, set 307, item 72, p.170).

(R. Towns to R. Brooks, 24 June 1867)

"We are favoured with your of 26th April, and, strangely enough, a day or two after we received it, in which you state you had no faith in Eury's operations in C.N. oil, we had to hear from him the unwelcome intelligence of the loss of the old ship with 51 Tons on board. Fortunately it is covered under the policy which you took out; about 9 tuns have been saved which has come up in the Spec brig, so that the claim on the underwriters will be for about 42 Tons or £1260. The seven tons of sperm has also arrived in the Spec, having been transhipped before the Caernarvon oil, for, finding that he had sufficient C.N. oil among the islands to fill her while the Spec was returning to Sydney with plenty of room he

*

advance in freights.

From Towns Papers.

transhipped the Sperm oil and was proceeding on his voyage to fill up when the untoward accident occurred."

(Letter Books, do.).

(R. Towns to R. Brooks, 1st August 1867)

. . . . There remains some trade and oil in course of collection amongst the Islands - we are sending Eury down in another vessel, the Clara D. Robbins, in which and a brig called the Spec we have a Captain Daly interested, and he and Eury will work together. With such a mixed account we do not see how we could have the farther complication of your Interest, and as it is not much worth and a trade we would not have suggested to you had it not been merely for the employment of the Caernarvon we think it would be better to value your share of whatever is at the islands.

Eury says there is sufficient for the collection of 70 Tuns of oil, but they have to get it off from one island & another in small quantities and pay about £4 pr. Ton more in fresh trade or money, so that we reckon the value down there at £20 pr Ton this would mean £1400 or £466.13.4 for your 1/3rd. We think he is over estimating his production & shall be very glad to see £1000 out of it within the next eight or nine months!..

Our experience of C.N. oil trade is not encouraging and we would have abandoned it had it not been that we did not like to leave 60 or 70 Tons of oil without an attempt to realize it, and having another man Daly in the same trade with a vessel suitable for nothing else."

(Letter Books, do.).

From Towns Papers.

(R. Towns to R. Brooks, 23 Nov. 1867)

. . . . "We have had letters from Eury who is in some trouble about his oil. One of the chiefs hearing that his vessel was lost, was overpersuaded by some Yankee skipper trading from Honolulu that he, Eury, would never return, and that he, the aforesaid Yankee, had come for his oil; and by fair means or foul, he got about 30 Tuns. Eury was about to follow him, but as the sharper has got a clear start of him it will take a cuter man than old Eury to catch him."

(Letter Books, do.).

(R. Towns to R. Brooks, 27 Feb. 1869)

. . . . One of our S.S. Island vessels arrived yesterday with 100 tons C.Nut oil. I have been offered £30 but as I can get a cheap freight 55/- in the iron ship Caldbeck I feel inclined to ship it, for if it realizes no more still it is a benefit in the way of swelling up the Commission Account." (Letter Books, do.).

[This was the Spec Eury, arrived 25 Feb. She had sailed from Hall's Island on 18 Jan. The Lilian, schooner, had arrived at Apaini (sic) on 7 Jan. Reports the Tyra, barque Captain Randell, at Simpson Island.

S.M. Herald, 26 Feb. 1869]

September 16, 1867.

Pitt Island.

Gentlemen,

I arrived here on the 6 of this Month thinking to ketch a vessel called the Blossom from Honolulu, Captain Peas, which had been to Mathews Island and taken 31 Thirty One Hogsheads of Oil and man off the station belonging to the Caernarvon and also taken the man off the Mulgrave and Mameruk Island with the oil - he is only two days ahead of me when I left Mathews Island which made me miss the other stations, Hall's, Tarawa & Apairn which I know are all right. I have worked this lagoon and have 27 Twenty Tuns of Oil on board and 15 Hogsheads has whent to Sydney on Freight from Ou by the Ida. As they have a report I would not be down here again and they are not authorized to take any Oil belonging to me only in One of your own Vessels, this Captain Peas of the Schooner Blossom is to leeward and if I can come across him he will have to come to an understanding and give me my Oil. Captain Randell tells me the firm at Honolulu name his Pearce or Price and the principal Owners are at Boston this is all I know at Present till I see the Missionary Vessel Morning Star Captain Bingham which has to be at this Island in about a week. I made a quick passage down here and when I take the Oil off the other three stations will have 50 fifty Tuns on board of the Caernarvon and if it had not been for this Vessel I should of been well off but we cannot lost this Oil - he has station here but I can see the man or parties.

I remain your obed.^t
Servant
M. Eury.

P.S.

My son Arthur his doing well-he can work Chronometer time already.

(Towns Papers - Uncat. Mss. set 307, item 91).

Pitt's Island,

September, 16th 1867

To Messrs R. Towns

Gentlemen

On my arrival here the King Keine sent on board and told me that he claimed 3 Three pounds per Tun in money for all the Oil that was collected on the Land by the Natives this he never told me before and as I have taken 16 Sixteen Tuns here 12 Twelve from the natives and as Captain Randell is here I will go to-Day and give him an Order.

M. Eury.

(Towns Papers - Uncat. Mss. set 307, item 91).

Pitt's Island, Feby 10, 1868

To

Messrs. R. Towns & Co.

Gentlemen,

On the 3rd of December both vessel sailed with ninety two 92 Tuns of Oil in command of Mr Tobin to proceed to Covels Island & the Mulgraves and after taken what Oil there was at these Stations to come and wait at Pitt's Island for the Brig Spec which I had to take command of to go to Simpson Island and if he did not see back here in six weeks I would be taken Oil he would then find the 9th of this month with Forty 40 Tuns of Oil and all my stations full at this Island - about fourteen 14 Tuns more. I shall put Thirty Five Tuns of the Oil on shore here in Charge of the King and sail in Two Days for Nudgerie (?). I found the Cooper McIntosh here and tells me the Vessel went ashore in a Calm and will leave him here to look after the Oil he came on here with Captain Peas - this man is still carrying on Robbing the stations of oil and taken the men off when he can - I have wrote to his Owners at Honolulu, Mr. J.C. Williams, and I hear they are your own agents, and Mr. Capelle tells me when he hears of it Mr. Williams will stop it - he has Captain Smith and Randells Stations. As soon as I come back from the Wreck I come to Sydney.

Your obedient Servant.

M. Eury.

Master of Brig Spec.

P.S. It is a sad affair about the loss of poor Captain Daly and I believe they never looked after him, and that he was alive and not from the Vessel when left for they only stoped one Day - he had Twelve Empty Hogsheads

when he left the Brig to tow them on shore and if they had been a look-out at the Masthead they ought to of seen the Casks.

M. Eury.

(Towns Papers, Uncat. MSS. set 307, item 89).

[Pitt Island] February 19th 1868

To

Messrs. R. Towns & Co.

Gentlemen,

I have been four days at the wreck of the Clara D. Robbins and have taken on board the Brig Spec Thirty Two Tuns of Oil and in three days from this expect to have the remainder on board about 55 or 60 Tuns and they would of saved more if the Natives had not knocked the Hoops off the Casks for the Iron there is about Thirty Five Tons lost, the Ida Schooner came yesterday Captain Howard and will take the Oil to Sydney from Rotumah Mr. Tobin left here Fourteen Days Previous to this date and took the Chronometer with him he left in a small schooner belonging to Capelle and taken my son Arthur with him if he had been here I should of sent him to Sydney with Mr. Tobin in the Ida but you may expect the Brig in Sydney the latter part of March or the beginning of April To concluded I think that Captain Daly his still alive and on one of the two Islands to the W.N. West of Lynx's (?), and if Mr. Tobin had obeyed my instructions the Schooner would not been cast on this Island but on her way to Sydney with 170 Tons of Oil on board and I should of whent with the Brig and look for Captain Daly but if he is on these he is alive yet and Captain Howard will call on his way to Rotumah and I intend to do so also. I shall have to leave a quantity of oil behind on the Stations about the Kings Mills Group.

Your Obedient Svt.

M. Eury.

Pitts Island Nov^r. 9th 1868

To

Messrs.

R. Towns & Co.

Gentlemen

I have sent a Man up in the Black Dog Robert Townsend Capt. Burns took the Man out of Goal if I would take him to sea he signed the Articles of the Clara D. Robbins the day the vessel sailed and wished to be put on a station to collect Cocoa Nut Oil which we pay three pounds per Tun for Collecting. he has been on Cube (?) Island ten months and as Collected seven tons of Oil he his dissatisfied and wishes to be paid by the Month I have promised to do so and gave him his account but I wish to be paid nine pounds that he received from Capt. Lee as I put him on shore to trade for R. Towns and not for Captain Smith. Captain Lee as bee playing some dirty work here. I have wrote to the Shipping Master and I sent his account up to Sydney. Captain Lee as also taken another man off my station - it is time it was put a stop to. Randell is as Bad as him.

Your Obedient Svt.

M. Eury

I will not wrong no man here but I will not be made a fool off.

(Towns Papers - Uncat. MSS. set 307, item 91.)

Pitts Island November 15th 1868

To

Messrs.

R. Towns & Co.

The Black Dog as been loaded for Sydney this past ten Days with 105 Tons of Oil on board and why the Vessel as not sailed for Sydney I cannot tell as I left Captain Bennett on Monday last and he told me he would sail on the morrow. (Tuesday) 10th the Brig Spec hauled off from the Black Dog on the 7th and my Carpenter done some Caulking to the Black Dog. Bennett his not doing justice to myself or Captain Daly. I saw the vessel come to anchor yesterday with a fine breeze from the Southward when he could of whent to sea this his not write the Brig Spec as been up the Lagoon and taken Oil from the stations and landed Trade and Casks and came down yesterday a distance of 15 miles and could of whent to sea but I wanted water. I sail tomorrow for Culu (?) and will leave there with about 34 Tons on board the Brig for the Mulgraves and back to Pitts to meet Daly I hope.

Your Obedt Servant

M. Eury

I dont think it write for myself and Captain Daly to pay for Captain Bennett's negligence - this vessel his a Charter and I can prove that he has had good wind and ought to of been the other side of the line.

(Towns Papers - Uncat. MSS. set 307, item 91.)

26 Dec^r. 1868

"I have sent some wood to Sydney - the Carpenter as taken one of the Horse pipe - he his new and making a good job of it this ought to of been done long ago.

You will pay no attention to Captain Bennett puffing he told me there is work for three or four mor vessels here he knows nothing about it.

I am doing well for why I have the hold Group to myself. Captain Smiths and Tandell stations have got no Casks nor Trade I can but do well but I expect Randell down but I then i will get my share. I got the news from Sydney to look out for him there is no fear he can be made a fool of here with the natives."

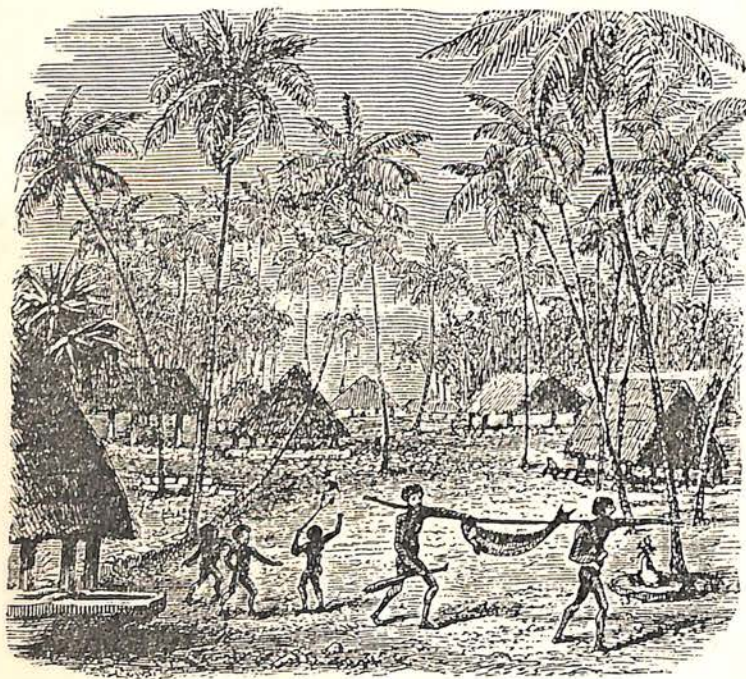
M. Eury

Illustration of a Gilbertese Village, from a sketch made before 1866, and showing the old-style houses with attics. From Angas, George French, Polynesia ..., S.P.C.K., 1866. Reprinted by Capper Press of Christchurch in 1973.

The illustration is on p.390.

CHAPTER XX.

THE KINGSMILL GROUP, AND OTHER SCATTERED ISLANDS NEAR THE EQUATOR.



VILLAGE IN THE KINGSMILL GROUP.

IMMEDIATELY south of the Gilbert Islands, and extending two or three degrees both north and south of the equator, is the Kingsmill group. It reaches from 173° to 176° east longitude, and consists of about fifteen low coral islands, the most elevated of which is not more than twenty or thirty feet above

Missionary Herald, 1867.

.....

The Commercial Advertiser of Honolulu gives intelligence received from Kanoa, Hawaiian missionary on Pitt's Island of the Gilbert Group and from the Captain of the Hawaiian schooner Pfeil recently from there, that the King, having been for a time friendly with the Mission had become very dissipated, drinking heavily and had discontinued attending meetings and visiting the missionaries, and that when the Pfeil visited the island in June last with supplies for the missionaries, the King killed two of the sailors with his own hand without provocation while a third was killed by the King's half-brother. No violence was offered to the missionaries, but they were advised by the King's brother to leave the Island because the Arloo was in a state of frenzy from drink. They did leave accordingly in the Pfeil and were landed at Ebon.

(1) In 1866 the Hawaiian missionaries (Kanoa and Maka) retired from work in Butaritari ~~as soon as they arrived there~~ owing to the drunkenness and violence of the King. Bingham visited the island in August, 1867, with satisfactory results, the King attributing his former violence to intoxication, and Kanoa and Maka returned to the island in December. Missionary Herald, May, 1868, p.154, "Letter from Mr. Bingham".

(2) ~~4~~ Three Hawaiian seamen were murdered on Butaritari. They belonged to the schooner Pfeil. The Friend, n.s. vol.18, no.1, Jan.1, 1867, p.8, "Intelligence from Micronesia".

(3) From Ascension the schooner Blossom sailed for the Marshalls, and touched at Marika, next adjoining Butaritari, where the three Hawaiians belonging to the Pfeil were massacred about a year ago. "Some white men living on Marika informed Capt. Pease that the legs, arms, and breasts of the three men killed had been eaten by the people and chiefs of Butaritari. When warned of the consequences which might result from their bad conduct, the chiefs laughed at the idea that the Hawaiians could do anything to them by way of retaliation; -- they were kanakas like themselves, and had no men-of-war. Capt. Pease says the natives of the northern groups are a very saucy bad set and ought to be punished. Many vessels have been cut off there and the crews murdered. He saw some relics of a vessel which was cut off at one of the islands about eighteen months ago, which ... he should suppose to have been a merchant vessel. No man-of-war has visited them since Kotzebue's voyage, and a wholesome thrashing and the hanging of some of the murderers, who can be identified, would have a salutary effect." The Friend, n.s. vol.18, no.8, Aug.1,

1867, p.72.

(3) The Mission station at Butaritari was taken 19th Aug., 1865, under very favorable auspices, by Kanoa and Maka ... They built a meeting house 48' X 24', and had preached in it six Sabbaths when the Pfeil arrived on 25th June. The King killed three of the Hawaiian sailors of the brig while they were ~~only~~ just commencing to land the supplies sent from here. We are not fully informed as to the cause of this bloody act. It may have been partly displeasure with the growing influence of the missionaries, and partly cupidity, and partly, perhaps, displeasure regarding the treatment of a ~~petit~~ certain female who took passage in the Pfeil from Apaiang for Butaritari. Though Capt. Randell befriended the missionaries in this as in all their previous necessities, and arranged that they might remain with perfect safety, their families were so alarmed they accepted Capt. Ziegenhirst's offer and went with him to Ebon, leaving all their effects. By an opportunity which presented soon after our learning these events, Capt. Randell was requested to assure the chiefs of Butaritari that we had no intention of abandoning their island, and the missionary property was put under his care." The Friend, n.s. vol. 18, no. 8, Aug. 1, 1867, p. 76 & 77.

(4) ~~At Butaritari we are to make inquiries~~ "At Butaritari we are to make inquiries respecting the property left by Kanoa and Maka, and also with regard to the advisability of their returning speedily to their post. King Kamehameha V also sends by us, through his Minister of Foreign Affairs & War, a letter to the king of Butaritari, demanding an explanation respecting the massacre of three of his subjects, of which you have

previously heard. M. de Varigny requested me to deliver it, and interpret the same to the king of Butaritari, which I suppose I am justified in doing be the following, taken from the instructions of the Hawaiian Board to Mr. Johnson and myself; "You~~f~~ will also act for the Hawaiian Government should they desire it, so far as may be consistent with your positions as missionaries". I have in my possession a letter to Messrs. Snow, Kanoa~~f~~ and Maka written by Joseph, at the direction of the king of Butaritari, in which he invites Kanoa and Maka to return." Letter from Bingham to Clark, passing Abaiang, Aug. 27, 1867.

(5) "On Monday mornigg we should have sailed for Butaritari; but the approach of Capt. Randell led us to defer sailing for a day that we might have a full interview with him in reference to the Butaritari affair. Mr. Johnson conversed not a little with Capt. Randell, after he came on board the Morning Star, and sat with us at the tea-table. ^[Mr. Johnson] He did not seem like a well man, by any means, but with great earnestness said to the captain that he wished every ~~one~~ one should become acquainted with the diarrhoea mixture which I had prepared for him, and which, under God, had saved his life.

Captain Randell ascribed the massacre at Butaritari of June~~f~~ 1866~~f~~ mainly to the effect of strong drink."

... .. At Butaritari king was at Makin; Aumai sent in ~~f~~ canoe to inform him that captain was bearer of despatch from Kamehameha V to him~~f~~self, and to invite him to return to his capital that the letter might be put~~f~~ into his hands and translated for him. "He declined to come, alleging that his father or uncle was near to death, and he could not leave him, but commissioned his brother to return with

Aumai and receive the letter in his place. ... The brother of the king listened to the letter from Kamehameha, and through my pen acknowledged its reception, stating that his brother would prepare a reply against our return from Ponape."

On the return of the MS from the Marshalls Kanoa and Maka were landed at Butaritari. They "found everything safe in their houses, except that a barrel of hard bread belonging to Kanoa had been consumed by the worms and a garment which had fallen on the floor had rotted."

Ø/ "On Monday morning Na Teitei^e the brother of the king visited the Morning Star with a message from the king f^or Kamehameha, respecting the massacre. This I put upon paper for him, to which he was able to sign his name. The substance of it was that the king and another brother had slain the Hawaiians, when intoxicated, and that the king had been stirred up to the deed by Joseph; that a cousin of the king's had been insulted, when on board the "Pfeil", by the captain throwing a coconut shell at him; that this had angered the king; but had he not been drunk, he would not have committed murder." Bingham, Report on voyage of "Morning Star" from Honolulu to Micronesia, 1.7.67-24.1.68.

(6) During the visit of the Morning Star to the Gilberts in 1868, Bingham went on her to Butaritari. "The king called upon me at an early hour. I gave him the verbal message of the ministers of Kamehameha in response to his apology, sent by the M.S. last year, for massacring three of Kamehameha's subjects when he was in a state of drunkenness, that summary punishment would be inflicted if the offence should be repeated, without waiting to inquire whether the king were drunk or not. He received his message respectfully." Letter from Bingham to Clark, on board the Morning Star, Nov., 1868.

Missionary Herald (July, 1866), pp.193-196: "The isles shall wait for his law".

The article is on the evangelisation of the Ellice based on reports of a visit by the Rev. Murray and it concludes with the remarks that the field to which these remarks refer has an importance much greater than at first appears, especially does this remark apply to the Island of Nui. That island, from its connection with the Gilbert Group has great relative importance.

The Gilbert Group consists of from fifteen to twenty Islands, some of them large and containing a population of, according to Captain Wilkes, 60,000 souls. Part of the islands, about half, lie to the south of the Equator, the others to the north. Our American brethren, who had their headquarters at the Sandwich Islands, have undertaken the evangelisation of the northern division. The other is left for us, and the occupation of this little island of Nui will be a direct step towards the cultivation of these larger fields.

Mr. and Mrs. Bingham of the American Board, have seen at their station at Abaiang, a native female from an island

Nui had gained some knowledge from an oil trader residing there, though he was not a pious man, had built a chapel for them, the one referred to by Mr Murry doubtless, and were very anxious to obtain a religious teacher.

The American labourers therefore feel interest in this movement from the south for the evangelisation of these islands. Thus the labourers sent out by the centres in England, through the London Missionary Society,

are likely to meet those of like faith from the United States at the Equator in the Pacific Ocean. In like manner, throughout the world may light from one centre of Christian influence spread till it shall meet that from other centres, and till all the now united see and hail that light.

Bingham: "Report on the voyage of the "Morning Star" 1867-68." (Rec'd 16.3.68).

.....

"On Sunday morning July 28th we reached the island of Tamana (Chase's or Rotch's Is.) , Lat. 2°32' S. Lon. 176°9' E, the winds and currents not permitting us to touch at the windward islands Arorae and Nukunau. It was not long before some hundred and fifty people came off to us in their boats, most eager to exchange their commodities for tobacco. They seemed greatly disappointed that the Morning Star was not a tobacco trader and that our observance of the Sabbath did not allow of any trading whatever on that day. Inquiry was made of the first canoe that reached us whether missionaries would be welcomed among them. The reply was made that they would not be because their gods would be angry, and the people would die of sickness. No one seemed to be recognized as king and we found it difficult to know with whom to converse on the subject of our errand. While most of the men who boarded us were entirely nude, two or three were clothed in shirts and pants, and by one of these we were invited on shore and kindly entertained. We met some two hundred of the people in the council-house (among whom many were children), and told them of the object of our mission. We went also to another council-house in another part of the island, but failed to induce an elderly man of acknowledged importance to be present, to give us a hearing in the big house. We were eventually conducted by a man who professed to be his son, to the father's residence. A worried face showed that our presence was not desired. He however listened to our statement, and made some inquiry respecting what effect missionary teaching would have upon the ancient customs of the people. His superstitious fears prevailed and he could not be induced to give his consent to the residence of

missionaries among his people. The change which came over his frowning face when we proposed to take our departure was most noticeable. We greatly pitied the old man who in his darkness rejected the offer of the blessed gospel for himself and his people.

.....

Bingham, Report on voyage of "Morning Star" from Honolulu, July 1, 1867 to Jan. 24, 1868.

.....

"The next day we sailed for Apemama, stopping to explore the passage into the lagoon on the west side of Nonouti. We penetrated to about the centre of the lagoon, where shoals and rocks seemed to make it doubtful whether the Morning Star could conveniently approach nearer than 3 or 4 miles to the shore of the lagoon on the weather side where the inhabited parts of the island are generally found.

The next morning we reached Apemama (Simpson's Island), and by a canoe which came off we sent word to Tem Baiteke, the king of the three islands, Apemama, Aramuka and Kuria, requesting an interview with him, together with some account of the nature of our errand. During the absence of the canoe we found great difficulty in stemming the north-westerly current, but finally succeeded in reaching and entering the channel on the south-west side where we came to anchor before night. We had hardly let go our anchor when we were boarded by the men who had taken our message to Tem Baiteke. His reply was a very short but decisive one, "I babanga tein ae te mitinare", which may mean literally, "I am not acquainted with the way of missionaries", but which may, and frequently does have, in the idiom of the natives, the meaning of not wishing not caring to know anything about, or have anything to do with the missionary business, — a polite, but a positive way of declining intercourse with us, as missionaries. Grieved though we were, yet we were not surprised, from what was well known of his feelings towards the missionary enterprise. The few natives who came on

board were very careful how they commented on his reply. They were quite quiet and orderly, and generally wore a mat about the waist. The island is smaller than Apaiang, about 14 miles long. It is well wooded with cocoanut and pandanus trees. Some portions, as viewed from the vessel, seemed very thickly inhabited. The smaller islands of Aramuka and Kuria we did not visit. Maiana was also passed, from its proximity to Tarawa; and as it could be reached, with scarcely any loss of time, from Tarawa with the Rev. Mr Mahoe on board, to whose parish it properly belongs, it was thought best to pass it by, for the present.

.....

Bingham: "Report on the voyage of the "Morning Star" 1867-68". Rec'd 16.3.68.

.....

"The vote of the Gilbert Is. mission in August that Mahoe be transferred to Apaiang for the coming year and that Kapu assist in the meantime in the work on Tarawa was approved by the American brethren in their meeting at Ponape. Accordingly Mahoe was to pass over to the Apaiang station ~~at~~ when his arrangements should be completed, and a favorable opportunity offer. Kapu was to remove to Nota a large village on the island of Tarawa, some eight or ten miles north of Tapaian. I advised Mahoe to move but little furniture, as he would find sufficient for him at the mission premises, and Kapu to erect a small house large ~~enough~~ enough to accommodate them for a few months until the Morning Star should return; and in case this new station should then be abandoned the house would afford accommodation for the Tarawan brethren when passing through this village on their tours round the island. Your delegates were instructed to bring home Kapu in case his labours seemed productive only of negative results, and had they listened to the advice of ~~his~~ ^{his} associates they would have so done. But neither they nor the Tarawan brethren felt disposed to such a course. However, Maria's influence had been greatly diminished, by the use, in more than one instance, of exceptionable and insulting language, it was deemed best to remove him to another island for further trial."

.....

From Newbury's thesis, pp.161-165, 216-218, 307- .

1862	98 from Penrhyn	
1864	96 from Cook Islands	300 Chinese
1865	693 Chinese	
1866	49 Penrhyn	
1867	<u>399 from Gilberts.</u>	15 from Tuamotus
1870	<u>192 from Gilberts.</u>	75 from New Hebrides
1872	<u>96 from Gilberts.</u>	
1873	Stewart bankrupt and dies.	

P.161. At about the time of Stewart's arrival in Tahiti efforts were made to reduce local production costs by subsidising immigration from other islands. 98 came from Penrhyn on the local naval schooner Latouche-Treville and were sold to planters at 20 francs a head.

P.162. In 1864 Stewart was permitted to import 1,000 Chinese coolies, together with 500 Polynesians on 3 year contracts with an obligation to repatriate after 7 years. Many Polynesians through lack of shipping facilities, or due to their assimilation into French families, became small planters and fishermen on their own account. Most were employed on the Terre Eugénie estates, where a few piastres satisfied, with plenty of fish.

Moaroa (Captain Blackett) was chartered by Stewart in 1869 but was unsuccessful in blackbirding so took the cargo of another blackbirder, the Annie (or Anaa). The natives broke loose and murdered the captain, mate and some of the crew and caused other members of the crew to blow up a section of the ship. (See T.B.C.P. Miller to F.O., 30.9.69; Miller to Rear-Admiral Farquhar, 20.3.72; Miller to Girard, 31.12.71; Miller to Captain Mainwaring, 2.4.73).

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1878 - recruiting again permitted from the Gilbert Islands, Samoa, the Solomons and the New Hebrides.

1879 - contract with firm of Bordeaux ship-owners and 255 natives brought from the New Hebrides.

1880s saw the thin stream of Polynesian and Chinese labour dry up.

1884 - 165 natives arrived from the Gilbert Islands on the Forcade de la Roquette (90 men, 75 women, and 46 children).

1885 - 218 indentured Polynesians were working in Tahiti and Moorea.

The enquiry held into the voyage of the Forcade de la Roquette (1883-84) brought into light the activities of English blackbirders on the S.M. Pinoha operating at Nonouti, who sold their cargo of native prisoners to the French.

Gilbertese tended to turn to petty crime - but soon most settled with Tahitian families, drifted to outer islands, or signed on schooners trading among the islands in order to reach their homes and their own people.

See Newbury thesis and Ramsden in the JPJ 55 (Sept, 1946).

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Moses, John A., and Paul M. Kennedy (eds), Germany in the Pacific and Far East, 1870-1914. Ch.11, 'The Coolie Labour Question and German Colonial Policy in Samoa, 1900-14', by John A. Moses. St Lucia, Queensland, University of Queensland Press, 1977.

P.235. The growth of German plantation activity brought with it the demand for an increasing number of labourers. But already by 1867 it had become apparent that the indigenous population could not supply this demand. The Germans considered the Samoans to be naturally indolent and unreliable, and in addition they were frequently involved in violent clan disputes. In short, their unpredictability ruled them out as a source of labour. A solution to the problem was found then in recruiting labourers from the other islands which the Godeffroy ships had originally visited for barter purposes. The statistics supplied by the imperial German consul in Apia, Dr O.W. Stuebel, to Bismark in 1886 show the origins of the labourers recruited to that year.

P.257.

Recruited from Gilbert Islands

1867	81
1868	115
1869	40
1870	69
1871	48
1872	--
1873	358
1874	140
1875	280
1876	101
1877	251
1878	189
1879	115
1880	300
1881	--
1882	8
1883	2
1884	29
mid-1885	324

Source: Stuebel to Bismark, Apia, 27 Jan.1886, Potsdam, Deutsches Zentralarchiv, Auswartiges Amt Kolonialabteilung - Arbeiterfrage, vol.2316.

Gunson, W.N. "The Dynasty of Abaiang", pp.XVIII-XX.

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"Early in January 1868 the King [Kaiea] called together the leading men and a large portion of the inhabitants of Abaiang for the purpose of promulgating and establishing a code of laws 'founded upon the Bible'. The code was accepted. Murder, theft, adultery, Sabbath-breaking and the bearing of arms in time of peace were all to be punished and policemen were appointed.

By this time everything was ripe for a political revolution. The elevation of another Chief to the tobacco agency, the establishment of laws which curtailed the jurisdiction of the Chiefs and which were unpopular, together with KAIEA'S ambitious political alliance with KOURABI [of Tarawa, whose daughter married Kaiea's son] were all calculated to arouse the jealousy of the other High Chiefs of Abaiang. The leader of the disaffected party was KABUNARE, High Chief of the Southern Division of Abaiang whose principal village was AWAINANO."

[Kabunare was warned, and fled to his own district, and later joined forces with the disaffected party on Tarawa. Kourabi sent to Kaiea for assistance.]

[Bingham returned in August 1868. He found Captain Eury of the Brig Speck anchored near the Mission Station. Kaiea was on board having returned to effect the repairing of a boat which he had left behind. He was nearly captured on shore but managed to get away to Tarawa. While the rebels looted his palace.]

"The "palace" had been early stripped of its doors, blinds and furniture,

EUROPEAN ASSISTENCE IN ABAIANG-TARAWA WAR, cont'd.

~~but it was not until news arrived from Tarawa~~

but it was not until news arrived from Tarawa that a heavily armed vessel was in consultation with KAIEA that they demolished the sides and flooring of the building. Captain Pease of the Water Lily arrived at Abaiang after landing a large amount of guns and ammunition with Kaiea on Tarawa to assist him in retaking his own island. When the Morning Star left Abaiang on November 9th 1868 Captain Pease saluted the mission ship with 9 of his 11 guns. The assistance of Captain Pease was of invaluable service to Kaiea and gave him a visible source of strength. On the day that Bingham sailed Kabunare assured him that he was willing to return to his allegiance to Kaiea."

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Bingham to Clark, "Morning Star", November 1868.

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"We sailed from Tabiteuea for Tarawa on the 24th of August, leaving our brethren and their families in good spirits. As we were beating up the lagoon at Tarawa we saw evidence of continued warfare in the smoke and flame of burning houses and learned upon our arrival at the station ~~that~~ that the rebel party on a fleet of one hundred war proas and canoes had sailed the day previous for the unprotected island of Apaiang the day before. We knew not the treatment that Mahoe and family would receive. Haina's supplies were landed at midnight by the assistance of the natives, and early the next morning the M.S. sailed for Apaiang, which we reached the same day before evening. Captain Eury of the English brig "Speck" was at anchor near the mission station, having on board King Abraham, he having accompanied the captain from Tarawa in part to secure the repairing of a boat which he had left behind, and also with some hope of other material help from him. He was on shore at the time of the arrival of the rebel fleet in the night, and barely escaped to the vessel, a part of the rebel fleet having come down unexpectedly upon the unprotected capital. The palace was immediately plundered, this was the frame building purchased by the king with \$600 in gold, and brought out to him from Honolulu in the first Morning Star. A portion of the mission premises had also been plundered that same night. We were all quite anxious and knew not the best course to be pursued. It was doubted whether it would be safe for any of us missionaries to remain on shore, especially as we were informed by the king and some foreigners that the rebels had said that the missionaries must choose between two things - banishment and death. On Monday I had an interview with two of the leading chiefs, the one Kapunare, belonging to Apaiang, and the

5575/4

other Nawaia, to Tarawa. When the former was asked respecting the truth of the report we had heard he denied it wishing to know what harm missionaries could do, and were they not neutral. I ^{hardly} felt that the time had come for abandoning the central station of the Gilbert Island mission which had been occupied for nearly eleven years. And ~~was~~ as my own health had not declined since the recruit of which I had spoken, though being far from firm, and as we had come down with the expressed purpose of remaining in the group until the return of the M.S. from the west, we decided to land here, and render Mahoe and Olivia what support and assistance we could in preserving the valuable mission property and in taming those wild savages and in teaching them what we could of Christ.

The Morning Star sailed for Ebon that same Monday noon Aug. 31. The "Speck" remained two or three days longer, and then returned to Tarawa with the king, and ^{the} small party with him. Kaiea had requested a passage in the Morning Star as he was in haste to return to his people. But Captain Tengstrom felt with us that the M.S. ought to maintain a strict neutrality. It was indeed hard to seem to turn a cold shoulder to the Christian party.

Ten weeks after the departure of the M.S. she came to anchor again under the mission premises, and found us all alive and in about the same state of health in which she left us. During these ten weeks however we had passed through more trials with that party of Gilbert Islanders than any of us had been called to meet before. One of our principal buildings, built by Kanoa and occupied last year by Aumai, not 60 feet from our bedroom, had been almost literally torn to pieces little by little, by day and by night, having been broken into at least twenty times, and many clapboards being repeatedly pulled off, large portions of the upper floor torn up and carried away, and two-thirds of the stone under-pinning also stolen, besides having been a place for the commission of nuisances. This was the building which our brethren a few weeks

before had set apart for the use of the supposed theological school. Our own more immediate premises, including Mahoe's had been entered at least fourteen times for purposes of theft, and property carried off with more or less success, as boat sail, amosquito-bar, box, tea-kettle, towels, garments, hat, lamp, comb, bottle, "Webster's Unabridged" (the latter and some other essentials were recovered), &c., but none of our food or fowls, upon the eggs of which I was greatly dependent. In this we tried to recognize a heavenly father's special care. Twice we were roused from our slumbers by the shouts of our brother Mahoe at midnight robbers, and once by the noise of the burglars themselves, but most of their attempts were in the daytime. These night attacks, however, kept our nerves strained up to a high tension, and many were the sleepless hours we spent in listening for these visitors by night, almost every noise heard being imagined to be occasioned by them. But these attempts upon property were far less trying than the insolence of some of the young men ~~who~~ who were in the habit of frequently visiting our house, professedly for the purpose of instruction. One man who had been stealing from the mission premises the day before had boldly placed posts against our house, by which he succeeded in climbing to a high ventilator to our bedroom. I had not yet left my room that morning, and upon seeing his head there, and fearing for the garment that hung within his reach, I quickly shut the ventilator as he jumped, and then stepping to the door I found he had run a few rods. I allowed myself to say to him, "Go away, I do not wish you to come to my house for the purpose of stealing". He almost immediately approached me, stood up against my side in a very defiant manner, having threatened, before approaching me, to cut down a portion of our fence. I stood quietly a few moments, then retired within the house to breakfast. Not long after he returned to the house with a brace of pistols, took his station in the sitting-roon, and flourished those arms for the forenoon

more to his own satisfaction than to that of Mahoe or myself who were occupants of the same apartment, or of our wives who were aware of what was going on. He finally withdrew after having in his opinion sufficiently overawed the poor, unarmed, invalid missionary.

Others at times without firearms tried to wound us with their tongues by vile and insolent language, some tried to experiment upon our patience by insisting on rubbing their hands more or less oily over portions of our furniture which we, after New England fashion, preferred to see clean. Some found pleasure in scraping off the paint from our door, or the letters from the large cards from which we sought to teach them to read that they might understand God's word. Some amused themselves early in the morning before the hour for opening the house by working away at the door knob, and shaking the door and house until the knob was finally loosened, some by pounding or jarring the house for the sake of hearing ~~the~~ the jingle of the wire bell in the clock. One man, offended not at us but at some child who was ~~troubling~~ troubling his foster-child outside the house, went out to his relief and gave vent to his feelings by a blow on the side of the house which sent the clock (which was screwed into the side of the house) with a smash to the floor. Some found our house a good sleeping place and young or loose women sprawled out on the floor declined to take a sitting posture when requested. Some men insisted at times in occupying places in the house where they were not desired. Some amused themselves at a distance by tearing down our school houses in the villages of Ewena and Aonobuaka. Some near by, at the station, day by day, continued to work at demolishing portions of Mrs Bingham's ~~school~~ school house, breaking to pieces a large strong door, tearing the benches and mats to pieces, the sides of the house and portions of the roof. But worse than this, many occupied it as a dance house, and some even as a brothel. Our church at the capital was

occupied as a dwelling, and continued to be so up to the time of our departure. In it they kept an unburied corpse, and litter to the occupants was no eyesore. It may have been providential that it was so occupied, as otherwise it might have been demolished. Some took out a rafter and brace from our boat house, some amused themselves by doing damage to canoe and boats. Not a few often heavily robbed our cocoanut trees, and on the day of the arrival of the M.S. a beautiful shade tree on the mission premises was cut down in spite of our entreaties to the contrary. Some were interested in experimenting on a glass window with a stone, or on the noise which stones could make against the clapboards of a portion of the premises. They did not however attack our persons by stoning us as not a few of your missionaries in Eastern Turkey have been treated. A gun was fired near us by parties unseen, for the purpose of sport at our start, as some of us were outside stargazing one evening. On one occasion we heard our Blessed Saviour most blasphemously spoken of for the purpose of hurting our feelings in a way I never before heard from any heathen. But enough of these little personal trials. The ravages of these southern barbarians upon the choice papai (or taro) patches and the young cocoanut trees have been very great. The papai being dug up, and the top left to die without being replanted will make that luxury very scarce upon the island for a long time to come.

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Bingham to Clark, on board Morning Star, Nov., 1868.

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" ... Very recently Capt. Pease of the "Water Lily" visited Tarawa, and landed with our king a large amount of guns and ammunition to assist him in retaking his own island. Both the "Water Lily" and the "Morning Star" were sighted from our part of the island on the same day Nov. 8, both bound for Apaiang, the former to meet the latter. The latter came to anchor Monday afternoon Nov. 9 and the "Water Lily" the next day. Both sailed again the next day, but light winds compelled the vessels to anchor in the lagoon for the night. The next day the M.S. got under ^{way} ~~way~~ first, and as we ~~ap~~ passed under the stern of the "Water Lily" we were saluted with discharges from nine of Capt. Pease's eleven guns. I doubt whether the rebel Apaiangers and Tarawans ever saw so much powder burnt in so few seconds before. A little incident - but that salute may yet be seen to have had a wonderful effect in disposing their rebel chiefs towards a peaceful settlement of their difficulties."

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... .. "The sense of strength which Kaiea feels from the support of Captain P. is quite visible, and he looks forward to the day when he shall be able to dictate terms of peace."

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See below "Apaiang - Tarawa war" for fuller report

Bingham to Clark, "Morning Star", November 1868.

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Tarawa. The king seemed somewhat peaceful, and we hoped that it would be found possible, and even expedient for the Tarawan rebels to return to their own home, with some treaty between them and Kourapi. The rebel chief of Apaiang Kapunare assured me on the day of signing of his willingness to return to his allegiance, and perhaps our king will pardon him. The sense of strength which Kaiea feels from the support of Captain Pease is quite visible, and he looks forward to the day when he should be able to dictate terms of peace. We shall be glad for Apaiang if he shall again be reinstated in power. Doubtless he had many imperfections, but the missionaries who know him best believe him to be sincere in his professions of Christianity. His wife Elizabeth still maintains a consistent walk as a Christian, and doubtless does very much to encourage the king to persevere. He is desirous to govern as a Christian ruler, but has not sufficient power to carry out his wishes without the co-operation of leading chiefs, most of whom are still more or less heathen.

We often wonder when wars are to cease in Apaiang and Tarawa. They have for more than ten years interfered greatly with the spread of the Gospel, and until some Kamehameha shall arrive to rule these two islands with the neighbouring islands of Maiana and Maraiki, or until chiefs shall cease to be ambitious or to take quick offence at one another's conduct, our work may perhaps move slowly, and christians at home must make all due allowance. We doubt not that the Lord is able to set up his kingdom on those isles, and he may do it in a way altogether different from any which we have imagined. I should hardly hesitate to see the entire group pass under the government ~~of~~ of such a power as England or the United States if the motives of the governors was thus to put an end to wars and fightings, and afford the people a just government which

should be a terror to evil-doers, and the rewarded of the good. So far as my observation went at the Marquesas; I failed to see the excessive injury over the good which the French Government occasions there. I like to see the Pacific tribes independant if they will attempt to maintain even the apology for a government. But, when anarchy reigns and murder, robbery, theft, adultery and other fearful crimes go unpunished with the approbation of the majority, may it not be possible that the time may come when the great nations can step in to help on the cause of christian civilization? I have of late thought much of the good which it seems to me a vessel of war under a judicious captain might perhaps do by occasional visits to our group for the purpose of assisting the most promising of the native rulers in maintaining a government over the people, without formally taking possession of the islands. Perhaps you will think I seem to put ~~too~~ too little confidence in the power of the gospel, and too much in guns and powder. I trust not. I have very little faith that the great nations will trouble themselves about these few coral-reefs far away in the centre of the mighty Pacific, and my hope for our people is that they will become followers of the Prince of Peace, and finally beat their spears, if not into pruning-hooks, - for which they have no need - into instruments for cutting off the pandanus fruit, and their swords, if not into plow-shares - for which also they can have no need - into strong spades for digging papai-pits."

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Bingham to Clark, on board Morning Star, Nov., 1868.

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"One week from Butaritari brought us to Tabiteuea. You will remember the account of our visit at that island last year, and the wide door which we found opened to us there on that populous and perhaps the most populous island of our group. Last year we landed on the north ~~and~~ end, and as our time was limited, we only went up the island some two miles, visiting two council houses where we were most cordially welcomed. Upon our recent visit we explored ~~it~~ some eight miles farther south, and determined to locate the mission station more centrally than could have been possible had we yielded to the earnest wish of the inhabitants of the north end that we should land our missionary brethren and their families with them. (The island is some 40¹/₂ miles long, but the southern half is broken up into little islets, and is said to be much less populous.) They felt that they had a special claim upon us from our having asked them first if they would receive missionaries, and they had in a wonderful way during the past year proved the truth of their assent by tearing up and overthrowing their spirit-stones, and giving up the drinking of fermented cocoanut toddy. We found also a man of middle age who had informed the natives that he had been visited by Jehovah, and was to be regarded by them as his priest. Having heard something of the Sabbath, they were told by him when the Sabbath came, and according to his teaching, ⁵ they Sabbath continued two or three days or more at a time, according as the spirit directed him, and then the intervals between the Sabbath were not six days necessarily, but according as he was informed by the spirit. He seems to have imposed

a very strict observance of it, even carrying the matter to a ludicrous extreme, a part of which would not bear mentioning. They had some ideas of the cross, perhaps from what little we told them while there last year. Upon our revisiting the second of the two ~~council/house~~ ~~houses~~ council-houses where both Mr. Johnson and myself spoke to them last year we found the building surrounded by a line of small crosses some four feet high, and adorned with many light tufts of birds' feathers, somewhat after the manner of their own sacred rites. By means of the cross this priest Tanako claimed to have the power of healing the sick.

The people, having been notified the day previous were expecting us on shore on the Sabbath that we spent with, and we found their large council-house thronged with a dense crowd who listened with the most marked attention, while we tried to proclaim the true doctrine of the cross. We had the day previous landed the goods of the missionaries in the district of Eita, some five or six miles farther south. It was however suggested that perhaps one of the missionary families might be stationed among them, or that they might be frequently visited by the missionaries. They promptly chose the latter, as they feared the removal of one of the families, now that their effects had been landed, would be an offense to their more fortunate neighbors, and perhaps an occasion of war.

There is no one king or leading chief of the whole island, but each district seems to be governed by its more important elderly men or land-holders. One of these old men from the district where we landed our brethren had boarded us shortly after we came to anchor, and had cordially invited us to take a station upon the island, stating by way of politeness that the whole island of Tapiteuea was ours. In the survey of the field a spot was chosen which furnished better depth for ~~the~~ boats at low water

than most other places, and singularly enough but providentially, we hoped, it happened to be at the village of this same old man. We put our brethren and their property in his charge. To those who have ever read Com. Wilkes' account of the visit of the "Peacock" and "Flying Fish" of the U.S. Exploring Expedition to Drummond's Island it may be interesting to know that this old man is an uncle of ~~the~~ two of the men who were shot in the attack of the boats upon the district of Utiroa, that next south of Eita. While surveying the field we visited ~~the~~ Utiroa, and in a large Council-House on the same site as the one burnt down by the Exploring Expedition we were welcome by ~~the/people~~ a goodly number of people who listened to the preaching of the Gospel with interest, and expressed their willingness to receive teachers. The religious interest of which I have ^{had} spoken ~~and~~ however hardly reached so far south during the year, and they still had a reputation for hard drinking. The older people well remember the visit of the Peacock and Flying Fish, and they are spoken of as "the burning fleet" from the amount of house-burning which was done ashore. So far as I could learn, the murder of Anderson was committed in cold blood.

We found great difficulty in purchasing any commodious site for the mission premises, as, from the great number of inhabitants, the land is divided up into small strips, and we found the people unwilling to sell land with cocoanut trees. If a man was found willing to sell some one who owned a single tree on his land would step in and object. Finally we found a spot large enough for two small houses near a great tree (some eleven feet in diameter, and whose shade was over a hundred feet in diameter) and on this were no cocoanut trees. But after the consent of the owners had been obtained we were soon earnestly requested by a party of

excited men to move the boundary a little further north out of respect to one of their Gods, Auriaria, to who this great tree which had been standing for generations, was sacred. They probably feared that a few of the longer limbs would interfere with the fence line, and as they assured us that the man who owned the ~~tree~~ three cocoanut trees on the north side, which would need to be included by the removal of the boundary line, should have his trees made good to him elsewhere, consent was cheerfully made on our part to the change, as it was not thought best needlessly to ~~irritate~~ ^{irritate} the party by crossing their superstitious fears just in this way. We trust the day is not very far distant when they will be willing to see the great tree quite enclosed within the premises of the missionary, or within the grounds of a temple built for the worship of the true Jehovah. We sailed from Tabiteuea to Tarawa on the 24th of August"

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Information from Miss Leeson.

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Fijian Weekly News and Planters' Journal

1868, Nov. 11, p. 1 (Vol. I, no. 12).

Mary Smith, schooner, 99 tons, Capt. Watson, arrived from Line Island on Nov. 5, with 84 native laborers and 9 ~~tp~~ tuns oil. She did not come into port, but proceeded to Makogni, where the natives were landed.

(This is the only reference in this journal, which ceased publication with no. 14].

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Kidnapping of Natives for Tahiti plantations.

House of Commons. Accounts and Papers, Session 6 February - 5 August, 1873, Fol.12 Item 244. South Sea Islands. Copies or Extracts "of any Communications of Importance respecting Outrages committed upon Natives of the South Sea Islands which may have been received from the Governors of any of the Australasian Colonies, from the Senior Naval Officers Commanding in Australia and China, or from Her Majesty's Consuls in the Pacific, since the last Issue of Papers upon this Subject."

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Sub-Enclosure 4.

Detective Office, Sydney, November 19, 1871.

Detective Richard Elliot reports, for the information of the Inspector-General of Police, that he has made inquiries relative to the above, and attached is a statement of a seaman formerly employed in the South Pacific, obtaining natives. From inquiries made by Detective from other sources, he is informed it is impossible to ascertain the name of the strange vessel referred to on the 13th June, unless she could be better described; it is possible she was the strange steamer referred to in the attached statement. Detective has been unable to learn the name of any vessel having a gun through the bulkhead in the hold; but Detective is informed it is quite true that it is not possible to obtain a competent interpreter of the various languages in the Solomon Island Group. Detective is informed there are various means resorted to to obtain possession of the natives, one being when the canoes come off to the ship to trade, the ship's boats are lowered, pull between the land and the canoes, and so cut off the chance of the natives escaping back to land; the description of the large topsail schooner referred to in paragraph 2, dated 12th August, agrees with the description of the "Mystery" owned by Farbury, of Sydney, and recently returned to port: she is known to be in the labour trade. Detective further reports that he has made inquiries

relative to paragraph 3 in attached communication, and is informed that it is a custom with the natives of these ports to obtain the skulls of other natives as trophies of valour; the more skulls a chief gets the greater man he is supposed to be, these skulls being kept by them in their houses. The only brig answering the description of that referred to, known to be in the labour trade, is said to be the "Water Lily," owned now, Detective is informed, by the notorious Captain Hayes, and at present sailed by him, and from the antecedents of this man he is considered capable of any atrocity. Detective is further informed that the rendezvous of the "Water Lily" is at an island called Bonin, to windward of the Marshall Group, 4^o north latitude of the line.

*See also note
Colon Trade 1871*

Detective Office, Sydney, November 18, 1871.

WALTER GATES, seaman, late of the brig "Aurora," states that he entered the service of William Stewart, of Tahiti or Terrangenie, name of plantation, in year 1868, as mate of the ship "Moaroa;" she flew a French Colonial flag; she was in the labour trade to Gilbert's Group; the first island we touched at was Nuckonow, we stayed there, off and on, five days; we got five natives willingly; from there we went to Feru, in the Gilbert Group; went on shore to the King with interpreters, called Sunday and asked him if he would give us some natives; the King said he would not, - if you take them you will never bring them back again; the captain, Charles Steenalt, said he would give him three days to consider, and if he did not give them he would take them; we had a ^{/page 132/}gendarme named Du Sander on board at the time, on the third day the gendarme said he would not go on shore, he would stop on board and let the captain go to see if he could get any natives, as he was getting tired waiting, for he wanted to get the ship filled quickly so that he could get back; the captain then went on shore, he stopped ashore about five hours, then came on board with 37 natives, the men all told me that they had great sport in the bush catching them and making them fast; these natives were confined down below under lock and key. [Next day boats went on shore and brought on board fifteen natives taken in the same way as

the others: next day boats went on shore and took seven more natives: the captain said, I think we had better clear now, for they are getting too wide awake; vessel] proceeded to the Island Onotow, four boats went on shore during the night, surprised the natives when they were asleep, made 87 men and women fast, took them on board. Next day vessel sailed for Tamana, [on the same group, boats went on shore, but the natives would not allow us to land; boats returned to ship, the ship was standing off and on the island;] three large canoes came alongside to sell fowls and cocoanuts; there were about thirty natives in each canoe: we lowered a boat on the other side, pulled round gently, capsized the canoes and took the natives in the boat, and made them all fast and put them down below. Vessel proceeded to Arour, Gilbert's Group, boat went on shore; the men on the island were very frightened seeing the men all armed; they said do not hurt us, and you can steal all the women you like as long as you make them fast. Thirty-eight young women were all made fast by the hair of their head and led into the boat, and taken on board the ship; we then sailed for Tapetula, Gilbert Group, capsized some canoes and took the natives on board; we then sailed for Tahiti. The natives were kept down below for six weeks, never allowed to come on deck till a sickness broke out amongst them, dying on an average five a day; they were all told not to speak about being kidnapped, if they did speak they would get killed. Just before we got to Tahiti the natives had to sign an agreement for five years; in fact, they were forced to sign the paper when they arrived in Tahiti; they were all marched ashore and put to work on the plantation at wages from one to three dollars per month.

Second Voyage.

I made a second voyage in same ship to the same group of islands as before, the natives were obtained the same way; procured 235 natives. A gendarme accompanied the ship this voyage also, but did not go on shore.

Third Voyage.

On my return to Taiti, I shipped in the schooner "Eugene," belonging to the same man, and sailed by Captain Linder to the same group of islands and the Marshall Group this voyage; three ships sailed in company, viz.,

the "Prince Alfred" of Auckland, and the "Midge" of Auckland; the two latter vessels were chartered by Stewart this voyage. We went to Pleasant Island and Ocean Island and bought natives there, giving for each ten natives one musket; the natives were procured by the crew of the "Eugene" assisted by the crews of the other vessels, and when a sufficient number were got, about 500 they were taken on board the "Prince Alfred" and "Midge" those ships sailed to Taiti with them; the "Eugene" then sailed for Noumea, New Caledonia, where I left her. The three voyages I made extended over a period of 22 months. I was also employed on Stewart's plantation, overseer over the natives. I then came on to Sydney, where I shipped on board the "Aurora" brig to Solomon Group on a trading voyage, where I arrived the latter end of May this year. We first went to the Island of Gaudelcauar, in the Solomon Group; when on the east side of the island I saw what I took to be a vessel coming down before the wind from the direction of St. Kruijz, and attempted to cross her bows in a boat to see if she should heave-to to get news; she hauled on a wind, leaving the boat I was in in her wake; she was then 20 fathoms ahead of us. I saw she had no name on her stern, no men on deck, and no colours; I then saw she was a high-pressure screw steamer about 90 tons, painted black, rigged topsail-schooner; we heard from the natives of that island that this steamer had been sending on shore and stealing natives during the night; about a week after that we sighted her again, tried to cut her off with our vessel, hoisted colours, and received no answer; she sailed away in a different direction. We then went up to St. Christoval, Solomon Group; the natives there told us that the same vessel had stolen 30 men from the village of Hononow, and committed similar depredations up the coast; we saw nothing more of this vessel. Some of the natives on San Christoval can speak English. I never knew a native /page 133/ interpreter who could interpret the languages of each of the islands, as they are all different. I have heard that natives are brought from the north-west and landed in the southern islands by European vessels who are trading for tortoiseshell or other produce; by this means they enforce trade, and the skulls go as payment to the natives in return for services.

I have never heard of a white man taking part in procuring these skulls, otherwise than bringing the natives from the north-west to the south, and taking the natives back with the skulls to the north-west.

The only large black brig I knew to be in the labour trade was the "Water Lily," she was sailed at that time by George Fease, formerly a Lieutenant in the American Navy. She was an armed vessel, carrying six 5- or 6- pounder guns. To the best of my belief there is at present about forty sail of vessels in the Pacific Ocean labour trade, kidnapping and blackbirding for the various plantations in Fiji, Taiti, Queensland, Tanna, and Noumea, New Caledonia. Previous to leaving Sydney in the "Aurora," there were a number of natives on board acting as seamen belonging to the Solomon Group. They were transferred from that ship to the "Kate Carney," belonging to the same owners, and a number from the "Kate Carney," belonging to the New Hebrides, were put on board the "Aurora," on the pretence of being taken to their own home. Four deserted, and two are now on board the "Melanie," belonging to the same owners.

(Signed) WALTER CATES.

November 20, 1871

Forwarded for the information of the Crown Solicitor.

(Signed) JOHN MACLERIE, Inspector-General of Police.

- (1) Appear in Sydney Directories from 1868 at address in George Street, Sydney, and were still in George Street in 1931 when the last Sands' Directory was published.
- (2) From 1940 the address given in the telephone directories was 16 O'Connell Street, the name appearing there until 1955.
- (3) As the O'Connell Street address is the same as Carpenters, Miss Leeson went to this firm (July, 1958) and saw the Secretary (Craven), described as "a very pleasant citizen".
- (4) The only On Chong records which Carpenters possess are documents about lands held in the Gilberts (titles and such like).
- (5) Carpenters have been approached by the National Library or the A.N.U. (he was not clear which) about their records.
- (6) Craven has been with Carpenters for 30 years. He remembered two names, Pang Fong and Palser, but couldn't tell Miss Leeson anything about them.

.....

A possible source of information in Sydney on On Chong is:-
Mr Les. Young, 182 Gardeners Road, Kingsford. Tel.6632578.
Mr Young was formerly employed by the company. He is now very old.

[Information from Mrs J. Terrell: 2.2.65].

.....

On Chong and Company

Sydney Morning Herald 29.5.1875 states that:-

The ship Leota, condemned at Samoa, and subsequently purchased by Mr. On Chon, of this city, for £200, arrived yesterday. She left Samoa on the 12th April, and the Kingsmill group on the 2nd instant, Evers, Capt.

This may have been On Chong's first visit to the Gilberts

Sands Sydney Commercial Directory for 1868 and onwards lists On Chong and Co. as merchants (from 1871 'importers'), at 205 George Street.

In 1883 a report by Commander W.U. Moore, of H.M.S. Dart, lists the firm as being at 223 George Street, the two principals as On Chong and Ah Chong (was Chong the surname?) and their ship trading to the Gilberts as being the schooner George Noble (Captain Frederick Evers).

Mr Craven, then Secretary to W.R. Carpenters (who bought out On Chong about 1940), was contacted by Ida Leeson at the firm's office at 16 O'Connell Street in 1958, when he said that he had been with Carpenters for 30 years and remembered meeting two of On Chong's latter-day employees, Pang Fong and Palser. All that Carpenters now held were a few documents about land formerly owned or leased in the Gilberts by On Chong. These might give the date of acquisition.

.....

GILBERT ISLANDS

TRADING

Miss Leeson has checked through the SMH page by page from July to December, 1868, for material on the Gilbert Islands (and apparently other parts of Micronesia).

She reports that there were in the text many references to New Zealand, Fiji, Samoa, the New Hebrides and New Caledonia, but that the following was the only entry relating to the areas in question:-

1868 Sept. 30. Tyra, barque, Capt. Lee, from Pitt's Island,
27th August. Passengers - Messrs. R. Waters, W. Louther,
4 women and 2 men (natives), with a large shipment of
cocoanut oil. McDonald, Smith & Co. agents.

.....

Missionary Herald, January 1870. ✓

.....

Under date June 19 Mr Snow wrote: I have a few items of news, some sad and some cheering. I learned by the arrival of the Lady Alicia four days from Butaritari that the Rev. J.H. Mahoe, who was left in charge of the station at Abaiang had been shot by some of the rebellious party there. It happened on the 20th March and he is yet alive. The ball entered in front of his right shoulder and passed out through the shoulder-blade. He has been taken under the care of some foreigners living on the island, and is still with them with his wife and family. His house has been destroyed and probably Mr Bingham's house is gone ere this.

Most of the effects of any special value I hear have been removed by these foreigners and they were all anxiously waiting the arrival of the Mornining Star.

Sydney Mail for Number 6, 1869, p. 13, col 3.

FISI

We have the Times to the 9th October, from which we extract the following particulars of the

MURDER OF THREE WHITE MEN - TWO
HUNDRED AND FIFTY NATIVES DROWNED

The Mary Anne Christina arrived in Barrow on Thursday, from the Line Islands, and Captain Field brings the sad news of the massacre, by the natives, of the captain and first mate of the French brig Nevea, and W. Latten, who was on board, also the wholesale loss of life of the savage natives by drowning, in trying to save the land by swimming ashore. The following are the particulars, as given us by Captain Field:

On the arrival of the Mary Anne Christina at the island of Pom, on the 27th August, two white men, named Astors and Slater, informed Captain Field

that a week or two previous to his arrival a sad calamity had occurred in the murder of three white men and the drowning of 250 natives. It seems that these two men had entered from the land the barge, some few miles from the shore, at the mercy of the winds and waves, and, what seemed to them, a confusion on board the vessel. The next day the barge was out of sight, but later in the day some thirty natives reached the shore, greatly exhausted, having been in the water since the day previous. From these natives it was gathered that they had risen in a body, surprised the captain and W. Cotton, knocked them down, cut their heads nearly off, and thrown them into the sea. The first mate and a native named Sandy pulled out their revolvers, and shot the natives down in all directions, the mate accidentally shooting his subordinate sandy, who immediately went below; the mate met the same fate as the captain shortly afterwards. The second mate, the natives say, ran below and hid himself. The natives, finding the vessel leaving the

land fast, all jumped into the sea and swam for the shore, only thirty reaching the land out of some two hundred and eighty. From other sources, Captain Field learnt that Mr. Latta had transferred from the barge Annah eighty natives, and had entered into some kind of a partnership with the Captain of the barge. The crew of the barge were natives of Tahiti, and seemed to have taken no part in the bloody work, so that the vessel may turn up again, if the second note understands the navigation. Captain Field is of the opinion that the chief of the above may be relied upon, he having had one of the natives on board his vessel, and cross-examined him for some time through his interpreter.

Many persons in Levuka believed Mr. Latta had gone on to Sydney in his vessel, the Annah, and will learn with regret his sad fate.

New South Wales. Report of the Royal Commission appointed to inquire into certain alleged cases of Kidnapping of Natives of the Loyalty Islands, &c., together with minutes of evidence and appendix. Sydney, Government Printer, 1869.

.....

P.6. Captain George Palmer, R.N., examined: '... there was also a letter from Mr. Thurston, the Acting British Consul at Levuka, Ovalau Island, from the Commodore, on the general question of kidnapping natives from the Kingsmill or Line Islands. My report on that subject I have here; it is as follows:-

"In pursuance of your orders, I left Vate, New Hebrides, on the 5th of April [1869], and arrived at this place (Levuka, Ovalau) on the 16th instant.

Mr. Thurston, the Acting Consul, being away at Tavioui Island, I was unable to transact any business until the 19th - the day of his return.

It appears, with regard to the natives being taken away from the Kingsmill Group, commonly called the Line Islands, from being on the Equator, and marked in our charts as the Gilbert Islands, that some of the settlers here have taken their own line of conduct in this matter, sending vessels for natives, without a clearance or permit from the Consul.

No permits have been granted since the affair of the "Young Australian", and therefore those men who have sent for natives have done so on their own responsibility.

Wishing to question, myself, some of these Line islanders, I proceeded myself with Mr. Thurston to Wai-dau in this island, and visited the plantation of Mr. Boyd, ^{where,} by means of an interpreter, I obtained the following information:-

Malawa, a native of Nukulau (Kingsmill Group), stated that he went on board the "Mary Smith", to sell mats; that the white men told him to sleep on board, as it was late, and he could go on shore the next morning, as there were a good many of his people, men and women, on board. He did so, and the next morning the ship was a long way off the land. They cried ~~very~~ very much, and asked to be put on shore; but the master told them they were all to go to Fiji.

P.7. Did the captain make any agreement with you? No; the captain say I get to Fiji. Did not want to come to Fiji.

Are you content since you have been at Fiji? No like Fiji (making a sign of putting a rope around his neck); hang myself if I stop here long. Why don't you like Fiji? Don't like work.

Have you plenty to eat? Plenty.

Have you been well-treated since you came to Fiji? Yes, I like the white man I work for (Mr. Boyd).

Arthur K. Rae, the supercargo of the "Mary Smith", told the natives when they got to Makongai Island (Fiji), that they were to remain ~~xxx~~ thirty moons at Fiji, and then they would be sent back.

Kaurak, a native of Onoutau (Kingsmill Group), stated that ~~xxxx~~ he went on board the "Mary Smith" for barter; he wanted tobacco, but the hatches were put on them and their canoes sent adrift; a great many natives were so treated. He did not want to come to Fiji. There were nine women carried away with the ship as they had also come on board in the hope of getting tobacco. Was told the same as Malawa about being paid and sent back after thirty moons, by Mr. Rae, but this was not done until the vessel reached Makongai, Fiji.

Jemmy, a native from Perout (Kingsmill Group), states that he came in the schooner "Ida". He went on board to sell mats and ~~xxx~~ fowls, and was told as it was late he could sleep on board. He did so, but the next morning the island was out of sight. He was told that he was only going to another island near to, but was brought on to Fiji. There were about sixty or seventy men brought over with him, and seven women. Mr. Rae told him at Makongai, Fiji, he was to stop thirty moons to work, and then he would be paid and taken back.

This man has been working at Nanamu, Viti Levu, and murdered another native about six months ago and is still Mr. Thurston's prisoner, but works willingly and well. He says all his countrymen want to go home, and don't like Fiji.

He had been working amicably alongside the native he murdered for more than two months, when another native said to him, one day - "How is it you are friends with that man; why, he killed your brother some time ago?" whereupon Jemmy got a knife and stuck him. This system of revenge is common to these people. On asking Mr. Boyd how he liked these Kingsmill people, he replied "Not at all"; and said if he had known how ill adapted they were for labour, he would never have engaged any of them, he should be very glad when they go way, as they cannot work, and one man is quite imbecile, and lies on his back all day.

I quite agree with Mr. Thurston ~~xxxx~~ in his opinion that these Line islanders are totally unfit (with a few exceptions) for agricultural labour, as on their own islands they have nothing but their own cocoa-nuts and fish, and neither yams nor taro to plant; and as a rule, they do not wish to leave their islands.

Mr. Thurston informed me that a native of the Kingsmill Group, named Keebo, formerly a canoe man of his, had not long ago sent a message to say he had been stolen away, and was now working for Mr. Weber, the Hanseatic Consul, in Samoa; and that hearing he was Consul in Fiji, he hoped he would have him taken home.

On questioning Mr. Rae, the late supercargo of the "Mary Smith" and "Ida", on my return to Levuka, he declared all the natives knew of their engagements before they left their islands, but owing to there being no anchorage there, vessels drifted away very often; that the women wished to accompany the men, and that was the reason they were brought to Fiji. He landed them all at Makongai Island - at Henning's, as he wanted the

largest number of labourers; the rest were then sent where they were wanted.

On my informing him of the opposite statements I had heard, he objected to that made by Malawa, that man, he said, had left his wife and come away from the islands with another girl; but he wished me to come over to Makongai, and question the natives there. This I consented to do on Monday the 26th, and in the meantime Mr. Rae went over there in the cutter, without *Ris* informing me of his intentions; and, as ~~my~~ reasons for so doing were evidently to put the natives up to what they were to say, I informed Mr. Thurston it would now be only waste of time my taking the ship to Makongai.

Mr. David B. Clarke, late master of the barque "Anna" (owner, Mr. B.M. Latin, of Melbourne), stated that he went to the Kingsmill Group, for labourers, and openly said he would not allow a single native to come on board improperly. The agents on board were George Lee and John Smith. They did not get any at either Hope, Byron, or Drummond Islands, as they were very shy, as their people had been stolen away. Went on then to Perout, and through the influence of a white man named Meadows, they got forty-two men, women, and children. They then went back to Byron's Island, and got sixteen natives, relatives of those on board from Perout. Mr. Clarke believes all these people came voluntarily to Fiji, as although he did not know the language, they appeared to come willingly, and brought their entire families with them.

On the return of the "Anna" to Rewa, Viti Levu, Mr. Clarke was discharged to the shore, the planters complaining that it was his fault the vessel was not full of men; and he believes that if he had consented to kidnap, he would have been still in command of the "Anna".

Mr. Thurston having informed me that he expected two vessels from the Line Islands, belonging to Mr. Moore (junior), with natives, which had left Levuka without permits, I left orders before starting for Wai-dau, that in the event of their arriving during my absence, no one was to be permitted to land. [But the ships did not arrive].

P.13. Charles Wood, examined:-

In April, 1867, I was in Sydney, and about to proceed to Polynesia, for the purpose of obtaining labour for myself. Messrs. Allen, and partners, of Enniskillen Station - the partners being Mr. Garnett, and, at that time, Sir William Manning, but now Mr. Cameron. p.14. [After leaving Rotuma] We then went north again to Nukufetau, one of the Ellis Islands, where there is a good harbour. Here we anchored, remained three or four days, and watered. The people were most hospitable. It was here we heard the first reports of kidnapping natives. One native, an exceedingly strong man, was pointed out to me whom traders had twice attempted to capture, but he had thrown them to the right and left, jumped overboard, and swam ashore. None of these people were willing to come away. The "City of Melbourne" [Captain Weiss] brought up no other islanders than the twenty-six I had engaged at Rotumah. These were not the first Polynesian labourers introduced into Queensland. Captain Towns and other employers of labour had a great many up to the northward. ... I found the greatest readiness among the people of this one island (Rotumah) to come; but either at the next island we visited, or the next but one - an island

of the Kingsmill Group - so far from the people wanting to come, the chiefs offered the captain a cask of oil for every man he would bring back from the Fijis, several of whose names they mentioned, and who had been carried away to those islands. The chiefs told the captain the names of these men, and he, as near as he could, from their pronunciation, took them down on paper.

The people of Rotumah could not be kidnapped - they are too intelligent and civilized.

My object in engaging these men was that they should be employed as shepherds, or in fencing or otherwise on sheep stations.

~~XXXXXXXXXXXXXXXXXXXX~~ I have them on the Peak Downs. I find them very willing and pleasant fellows to deal with - I never had better; they appear to be quite happy and contented, and some of them have come to me and said they never wanted to go back. We have mails to and from the island, and the men receive letters, and send them to their friends. They are all on the same station.

I not only from what the natives of the Line Islands said, that their people were taken to Fiji or elsewhere.

I did not call at the Loyalty Islands, but we saw in the Kingsmill Group a strange barque. The people of these islands were much alarmed by the appearance of this ship, and contrary to their ordinary habits, they hovered around us in canoes, afraid to come on board for some time; at length one or two canoes came alongside and traded with us. A Line Island boy, who was on board, in the service of the captain, told us the other vessel was French, and had just carried off thirty men and women, and was going to Tahiti. She showed no colours, though we showed ours. As night was closing in, she stood in towards us and followed in our wake. We put out our lights, in order to afford her no clue to our movements, for her unwillingness to show any colours made us feel uneasy. We had only one gun and a revolver on board, and gave the man at the helm a star to steer by. At 11 o'clock p.m. we hove to, and so remained till morning. Next morning when the sun came up we found she had been doing exactly as we had; she was hove to, and when we filled our sails she did the same. She followed us for half the day, and then went away back to the island.

P.53. Captain William Hay Robertson examined:- I command a vessel called the "Rotumah"; she has been for some years past engaged in the South Sea Island trade, but never in the transport of the islanders for employment on the plantations either at Queensland or Fiji. I am well acquainted with the Fijis, and have seen a good deal of the plantations since the commencement of cotton planting in those islands. All the labour employed for planting and picking is imported - chiefly from the New Hebrides, but some from the Line Islands. I have heard reports that men have been kidnapped from the islands, but I have never known a case of the kind. The men who are employed at the Fijis seem generally happy and contented, and, with a few exceptions, are well-treated. It is to the interest of the employers to feed and keep them well. I do not

exactly know the terms of their agreements, but I believe the men are mostly engaged for three years. ... There is no authorized Government agent to regulate the agreements with these people; but the practice has been for the men to be taken before the British Consul on their arrival, and before they have been sent away to the plantations. ... When a vessel arrives at Ovalau, they are sent to the Consulate, where their names are registered, and the same course is pursued before they return; so that there is a kind of registration and surveillance. Before importing them, the vessel engaged for the purpose has to obtain a permit from the Consul, stating the number they are to bring, though I believe there have been cases where they have been landed at some of the islands without a permit. ... Some of the natives who have been at work in the Fijis have, after going home, returned again to their former employers. Mr. Henning had some who returned in the same ship that had taken them, and Captain Barrack, the agent for Campbell & Co., who has lately returned a number of them, says he expects they will nearly all come back. So far as I know, the taking of these people from their own islands is with their consent; I do not think it would be possible to kidnap them; they are fond of going about and seeing the world, and always have been.

P.58. The Rev. James Povey Sunderland examined:- There is a difficulty in getting Eastern Polynesians to go away from their homes, because their islands are so rich that they can supply their wants by selling their produce to ships when they call in. The people who come thence have been brought away by stratagem or deception. I refer principally to Ellice's Group.

P.62. I am not acquainted with the provisions of the proposed amended Polynesian Labour Act; but I have already referred to my conversation with the Immigration Officer, with reference to the present Act. ... I never had but one impression as to the system; and the statement I have made, derived from those natives with whom I could hold intelligent converse, I have constantly adhered to - that they have been deceived as to the length of the term of their agreement - that they had a short supply of food, and a scarcity of clothing.

If the natives understood the terms of their agreement - knew what they were coming to, and what they will be required to do, and choose to enter into engagements of this kind - they have as much right to do so as anyone else. If you ask me what I think will be the influence upon the small groups of islands, such as the Ellice's Group, where the population is about 2,000, scattered over several islands. Suppose from one of these, where the entire number of the inhabitants is 500 - 100 young men are withdrawn, the effect will be most disastrous, as none but the old men, the women, and children, would be left. ... It is from the heathen islands of the New Hebrides that labourers will be chiefly obtained;

^ natives of a very large immigration of this kind, I think it would be very serious in the case of the

GILBERT ISLANDS

ADMIRALTY PAPERS

For details see Microfilm No. ...

(1) Adm. 1/6096. Commodore and Senior Officer, Australian Station (Commodore Lambert) to Admiralty, dated 'Challenger' at Wellington 1.7.69 (No.62) - (copies sent by Adm to CO & FO), transmitting 2 letters from Commander Palmer, HMS 'Rosario' re labour traffic in Loyalty Islands, New Hebrides and other islands.

"4. With reference to the traffic in native laborers that is carried on to the Fiji Islands, I would beg to call their Lordships' attention to the fact that the greater part of it is carried on from the Kingsmill Group, marked on the Charts as Gilbert Islands, which are on the Equator, and some distance out of the limits of the Australian Station."

(2) Adm. 1/6096. Commodore and Senior Officer Australian Station, to Admiralty, dated 'Challenger' at Sydney, 13.12.69 (No.117).

"2. I would beg to call their Lordships' attention to paragraph 4 of my letter of 1st July last in which I stated that the greater part of the traffic in Native Laborers, which is carried on to the Fiji Islands, is from the Kingsmill Groups, marked on the Charts as the Gilbert Islands, which are on the Equator, and some distance out of the limits of the Australian Station."

(3) Adm. 1/6151. Ditto to Admiralty, dated 'Challenger' at Wellington, 2.9.70 (No.91).

"7. Rosario is to proceed tomorrow to the South Sea Islands visiting Apia, Levuka, the Gilbert Islands, the New Hebrides, the Loyalty Islands and Noumea, at all of which places Commander Challis is to make particular enquiry into the inter-insular traffic in natives".

(4) Adm. 1/6151. Ditto (but Commodore Stirling, who took over on 2.9.70)

to Admiralty, dated 'Clio' at Sydney, 4.11.70 (No.31).

"The 'Rosario' arrived at Samoa on 27 September, and Levuka, Fiji, on the 5th October; she sailed thence on 11th October for the Gilbert Islands ...
..... She will return to Fiji about the middle of next month."

(5) Adm. 53/9893. Log of the 'Rosario' on her voyage to the Gilberts.

Oct. 18, 1870 - at Tracy Island - Captain went ashore.

22 - Byron's Island - Captain went ashore.

23 - off Peru Island - visited by canoes.

24 - anchored off Utiroa, Drummond Island.

25 - sailing past Sydenham Island.

26 - anchored off Entrance Island, Apamama.

sounding channel into lagoon with boats.

weighed anchor and dropped through the channel with the tide

(running about 4 knots) - steaming slowly ahead to keep steerage

way - ship grounded twice in passage but with rising tide cleared

and proceeded to an anchorage inside lagoon in charge of a native

pilot.

27 - Captain visited village.

11.30 a.m. schooner 'Ida' of Sydney arrived in Apamama lagoon.

4 p.m. privilege leave.

28 - weighed anchor and proceeded out of lagoon in charge of native

pilot, under steam.

(6) Adm. 1/6192. Ditto to Admiralty, 'Clio' at Wellington, 30.1.71.

Forwards report of 'Rosario' (Commander Challis), which arrived at Sydney from the islands 19.12.70.

"From these reports and from information received through other channels, I am inclined to think that the practice of kidnapping natives has somewhat abated; and is confined to such unscrupulous persons as the man Hayes and a few others. Hayes has been connected more or less with ~~every~~ nearly every kidnapping case which has been brought under my notice, and he appears to be little better than a pirate.

4. In confirmation of Commander Challis's report that he had been informed that a vessel from Tahiti had been engaged in kidnapping, I beg to enclose a copy of an affidavit forwarded to me by Mr Williams, Consul at Samoa.

If these independent statements that the vessel belonged to Tahiti, can be trusted, it is very desirable that ~~the~~ representation should be made to the Government of that island. Without co-operation from other Powers our efforts must be fruitless in preventing kidnapping

6. No information has reached me concerning the shipment of Natives from the South ~~of~~ Pacific Islands for service in the Sandwich Islands.

8. Mr March [Consul at Levuka] in a letter dated 8th ultimo, requests me "to check by admintion the proceedings of a certain class of British subjects whose interference in Native affairs is likely to make troubles and ~~dissentions~~ dissentions", and he complains particularly of "a Mr Swanston, the principal adviser of one of the Native Chiefs", and wishes me ~~to adopt~~ "to adopt such measures against Mr Swanston as will deter others from meddling in local affairs". In reply I have informed Mr March that I consider any remonstrance from me would not have the effect he desires, but that a ship will ~~have~~ leave Sydney for Fiji as soon as the season permits, when I hope his requisitions will be met so far as a Captain of one of Her Majesty's ships can legally

act."

Extract from a letter from Commander Challis to Commodore Stirling dated
18 Nov. 1870.

Called at Tracy, Byron, Perout, Drummond & Apamama Islands.

Apamama: "This is the only Island in this or the Ellice Group which has a King. I found his authority extended to the neighbouring islands of Kuria and ~~N~~ Nououki [?]: I had an interview with him, and learned that none of the inhabitants of his dominions had been kidnapped or otherwise deported.

As the result of my enquiries amongst those islands, I am of the opinion that no kidnapping of natives now takes place although there is sufficient evidence of such having occurred as lately as Dec: 1868. There appears also to be one or two French vessels who have visited these islands from Tahiti and have conveyed women away under circumstances amounting to kidnapping. There is considerable emigration from the Gilbert Group into Fiji, but the Chiefs informed me that it was quite voluntary and that they had no complaints to make against the Masters of the vessels employed in their conveyance. I have on all occasions of meeting any of these emigrants noticed their demeanour, and questioned them as to their treatment when possible, and they do not give me the idea of people suffering under such a greevius wrong as forcible deportation from their homes.

Whilst at Apamama, I heard from a trading vessel that the Pioneer, the American brig commanded by a man called Pease, which committed the outrages at Savage Island, had called at one of the most northern of the Gilbert Islands, and had left for the Caroline Islands. From all I hear he is a pirate and is being watched by the American Cruizers."

Enclosure No.2 to Australian letter No.17 of '71.

*See also Dunabin "Slaves
of the South Seas", pp 275-6*

Port of Apia, Upolu, Samoa Islands, I Miguel Casal of Spain, temporarily

~~resident~~ residing at Savaii being duly sworn do depose and say, that, about sixteen months ago, I left this Port in the schooner 'Samoa' for the purpose of trading for Theodore Weber Esquire, on the islands under the line; that I was stationed at Tamana or Rotches Island, trading, that during my residence there, several vessels came to the islands for the purpose of obtaining laborers. That a barque said to come from Tahiti (she had no flag set) sent four boats on shore at a time manned by eighteen men, all armed with swords pistols and Rifles, that as soon as the boats reached near the reefs they commenced firing on the Natives, and continued the firing till they landed on the beach, they shot several of the Natives, but none killed to my knowledge. The natives went into the big house, when the people in the boats would fire at them while seated in the house, the natives would then make a rush and run out of the house, when some of the boats' crew would run after them and seize and carry them to the boat. They caught three men that day to my knowledge, and took them off to the ships. This barque has been three times to the island while I was there, and ~~th~~ tried to entice natives on board by offering them Tobacco, when the natives went alongside, they would fire into the Canoe and sink it, then a boat would be lowered and pick up the people who were swimming in the sea and take them on board.

The natives told me that one hundred and thirty three natives had been stolen off ~~the~~ this Island, they made me understand the number by counting stones to the number of one hundred and thirty three. This barque was a regular slaver.

A red schooner, for and aft from New Zealand but chartered at Fiji came to Rotches Island for Laborers. The man who came on shore to try and get men gave me his name to be Johⁿ Manford [Wanford?] an Englishman, he came on shore, and engaged a woman to go with him, when a man, one of her relatives

came and said she should not go, when this man drew his revolver and said, dont you interfere, or I'll knock you down, and if you [want] revenge I will put a ball through you, he then took the woman ~~among the~~ away the man was gallied this I saw, he got people from other part of the Island, but I cannot say how he got them.

A topsail schooner ~~[redacted]~~ said [to be] the 'Dancing Wave' from Melbourne also chartered at Fiji came to Rotches and took off three natives from my place, but the boat coming and laying off the reef, when the natives would swim off to the boat to obtain things offered to them, such as tobacco, cutlasses, then they would be seized and put into the Boat. Captain Brown was the master's name. I do not call these slavers but only trying to induce natives to go with them by entrapping them. The 'Megellan Cloud' and another vessel with Greenwood as Navigator and Rae on board obtained men, but all I could see they acted well to the people and got them by fair play; that is the reason Rae got sixteen from my place, he came with a paper from the Consul. Maucriek [?] a schooner from Fiji, he also acted pretty fair, a Portuguese [?], these three Vessels acted fair. And further Deponent sayeth not.

(Sgd) Miguel Casal

Sworn before me in the British Consulate at Apia this twenty first day of November, A.D. 1870.

Enclosure No. 3 to Australian letter No. 17 of 71.

Extract from a letter from Edward March Esquire, H.M. Consul at Fiji, to Commodore Stirling, dated 14 Oct. 1870.

About the treatment of immigrant labour in Fiji - nothing specifically concerning the Gilbert or Ellice Islands.

(7) Adm. 1/6229. Vice Admiral and Commander in Chief to Admiralty, General letter No.30, dated 'Iron Duke' at Hong Kong, 22.2.72.

"5. I have ordered the 'Curlew' to proceed from Shanghai to Yokohama to ~~the~~ relieve the 'Barossa', which ship will then proceed to Ailu, in the Marshall Group, to rescue part of the crew of the $\frac{1}{2}$ English Barque 'Corypheus', wrecked there in August last, and thence to the Gilbert and Solomon Groups to enquire into certain outrages connected with the labour trade which Commodore Stirling has reported to me. She will return thence to Hong Kong."

(8) Vice Admiral and Commander in Chief to Admiralty, General letter No.71, dated 'Iron Duke' at Hong Kong, 21.3.72.

"5. Captain Moore reports that the 'Barossa' having been refitted and provisioned would be ready to proceed on her cruise to the Pacific Islands on the receipt of her orders by the English Mail due at Yokohama on the 17th instant. The 'Curlew' arrived there on the 11th."

(9) Ditto to ditto, General letter No.241, dated 'Iron Duke' at Nagasaki, 2.9.72.

"6. The 'Barossa' returned to Hong Kong on the 25th July from a cruise to the South Sea Islands: the particulars of which were reported in my letter of the 19th ultimo No.221. When ready for sea she will return to Japan, her former station."

(10) Ditto to ditto, dated 'Iron Duke' at Hakodate, 19.8.72 (No.224).

Refers to his No.221, reporting the proceedings of HMS 'Barossa' during her cruise, and comments on paras 21 and 31 of Captain Moore's report which suggests that the system of granting Provisional Registry Certificates and Licences to carry Natives, by Her Majesty's Consuls at Fiji and Samoa is apparently open

to abuse, and suggesting that these certificates may in some instances have been obtained by vessels of doubtful antecedents.

Enc. to above letter. Extract from a letter from Captain Lewis J. Moore, H.M.S. 'Barossa', dated at Hong Kong 25th July 1872, to Vice Admiral Chas. F.A. Shadwell, C.B.

"May 23rd 1872.

*For full copy of this letter
see in File 15.*

21. At 5.50 of the same day sighted a schooner standing for Nanouti Island. Tacked in chase, and proceeded under steam, and at 10.40 sent a cutter to overhaul her; she proved to be the 'Rifle', schooner, the joint property of Captains Eury and Robt. Randolph, the latter being in command of her. She had a provisional registry certificate granted at Ovalau, one of the Fiji Islands, by Mr Marsh, the British Consul, to hold good until the 7th July next, unless she visited a regular Registry Court port before that date. She was from Ovalau to these Islands, touching at the ~~the~~ Ellice Group on her way, and was now cruizing amongst them to pick up natives for the Labour traffic, (having a license to carry 36 natives) but as yet had only got twelve, five from Byron Island and seven from Maina.

Captain Randolph gave information that the French vessel 'Eugene' was in these waters. That at the end of January or early in February, off Drummond Islands he saw a brig getting underweigh, and on passing over the same ground, he saw seven canoes capsized and broken, he afterwards made out the brig to be the 'Carl' of Melbourne.

The 'Rifle' was fitted entirely for the 'labour traffic', having the whole of her hold and fore part laid down in a bunk, and covered with mats, and had a large supply of water tanks for her size, but there did not appear proper accommodation for 36 natives.

Captain Randolph did not mention how he obtained these 12 natives whether

by purchase or otherwise, and I quite fail to understand what authority Mr Marsh, the Consul at Ovalau, has for giving licenses for vessels to carry passengers. As it has been done in this case no doubt it is also done with other vessels, and is, I think, open to much abuse, in fact nothing more than a cloak for any amount of what they term passengers, but who really may be kidnapped natives. Captain Randolph appeared to be on very good terms with the Missionaries on these Islands, and spoke strongly against the Kidnapping, as doing harm to trade, but it seems very like returning to the ~~same~~ old slave practice, when a small vessel of 25 tons like the 'Rifle' is licensed to carry 36 passengers, and for distances of many hundreds of miles in the tropical seas.

It is worthy of remark, that the provisional registry only holds good until the vessel visits a port with a Registry Officer, or terminates, if not newly registered, on the 7th July 1872, after which period she could kidnap without restraint, and it appears to me these Registry Certificates as granted are incentive to slavery if the Captains are so disposed.

.....

31. I have also some few additional remarks to make relative to the Kidnapping of natives. I think there can be no doubt as long as the system of allowing Consuls at the Samoa and Fiji Islands, to grant provisional Certificates of Registry to vessels, by which they can change their original colours to those of the Fiji or other Islands, and which they grant with apparently but little enquiry into the vessels' antecedents, as well as that of granting a license to carry natives for the labour traffic, so long will there be opportunities for evading the laws against kidnapping and slavery, and any number of ships of war could not prevent them, as shewn by the ketch seen at Bonham Island (Paragraph 10) and the 'Rifle' (Par.21).

This system is liable to still further abuse from the indifferent characters of the majority of Captains of the labour vessels, who will hesitate at nothing in order to obtain natives, as in the cases of the barque at Onutu Island (para 24) at the 'Carl' brig at Taputeouea Island (para 21 and 22). If vessels are to be so employed and licensed, they ought to be under the strictest supervision to prevent illegal acts, and to see that the vessels are not over crowded and are properly victualled.

In the case of the North German Brig 'Susannah', I feel assured from the conduct of the Captain, that the natives on board her were being taken to Samoa for the 'labour traffic', and although they were not actually confined below, they were utterly cowed down and appeared in a state of starvation."

(Transcription of this microfilm may not be completed)

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Enclosure 5 in letter dated 12.4.1871 from the Secretary to the ~~ADM~~
Admiralty to the Secretary of State for Foreign Affairs,

.....

Affidavit

P.493.

SHOWETH, I, Michael Cassel of Spain, temporarily residing at Lavu, being duly sworn, do depose and say that, about sixteen months ago I left this port in the schooner "Samoa" for the purpose of trading for ~~Theo~~ Theodore Weber, Esquire, on the islands under the Line; that I was stationed at Samana, or Rotebis Island, trading; that during my residence there several vessels came to the islands for the purpose of obtaining labourers; that a barque, said to come from Tahiti (she had no flag set), sent four boats on shore at a time, manned by eighteen men, all armed with swords, pistols, and rifles; that as soon as the boats reached near the reefs they commenced firing on the natives, and continued the firing until they landed on the beach; they shot several of the natives, but none killed to my knowledge. The natives went into the big house, when the ~~pe~~ people in the boats would fire at them while seated in the house; the natives would then make a rush and run out of the house, when some of the boats' crews would run after them and seize and carry them to the boat; they caught three men that day to my knowledge, and took them off to the ship. This barque has been three times to the island while I was there, and tried to entice natives on board by offering them tobacco; when the natives went alongside they would fire into the canoe and sink it, then a boat would be lowered and pick up the people who were swimming in the sea, and take them on board.

P.494

The natives told me that 133 natives had been stolen off this ~~ISLAND~~ island; they made me understand the number by counting stones to the number of 133. This barque was a regular slaver.

A red schooner, fore and aft, from New Zealand, but chartered at Fiji, came to Rotebis Island for labourers. The man who came on ~~the~~ shore to try and get men gave me his name to be John Wanford, an Englishman; he came on shore and engaged a woman to go with him, when a man, one of her relations, came and said she should not go, when this man drew his revolver and said, "Don't you interfere, or I'll knock you down, and if you revenge I will put a ball through you;" he then took the woman away; the man was "jollied" - this I saw. He got people from other parts of the island, but I cannot say how he got them.

A topsail schooner, said to be the "Dancing Wave", from Melbourne, also chartered at Fiji, came to Rotebis, and took off three natives from my place, but the boat coming and laying off the reef, when the natives would swim off to the boat to obtain things offered to them, such as tobacco, cutlasses; then they would be seized and put into the boat and carried to the vessel. Captain Brown was the master's name. I do not call these slavers but only trying to induce natives to go with them by entrapping them. The "Magellan Cloud" and another vessel, with Greenwood as navigator and Rae on board, obtained men, but all I could see they acted well to the people and got them by fair play; that is the reason Rae got 16 from my place; he came with a paper from the Consul. Manerick, a schooner from Fiji, he also acted pretty fair, a Portuguese owner. These three vessels

acted fair, and further deponent sayeth not.

(Signed) MIGUEL ~~CASAL~~ CASAL

Sworn before me in the British Consulate at Apia, this 21st day of
November, A.D. 1870. (Signed) JOHN C. WILLIAMS, Her Britannic Majesty's
Consul.

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Parliamentary Papers

- (1) Parl. Papers. Deportation of S.S. Islanders, Aug. 10, 1869, pp.78-79, 122-123.
Massacre on the trading bark Moaroa of Tahiti, June & July, 1869.
Report of French Government Commission, Sept., 1869.
- (2) Parl. Papers. Deportation of S.S. Islanders, 1871, pp.30, 31.
Report of Commander George Palmer on kidnapping, 1869.
- (3) Parl. Papers. Deportation of S.S. Islanders, 1871, pp.190-191.
Visit to Commander Challis to Gilbert or Line Group, Oct.-Nov., 1870,
and report on kidnapping of natives.
- (4) Parl. Papers. South Sea Islands. 1st April, 1873, pp.28 etc., 205.
Visit of the Carl to the Kingsmill Group, kidnapping natives, Jan.
& Feb., 1872.
- (5) Parl. Papers. South Sea Islands. April, 1873, pp.203-204.
Visit of H.M.S. Blanche, Captain Simpson, 7-24 Oct., 1872.
- (6) Parl. Papers. South Sea Islands. April, 1873, p.205.
List of merchant vessels, including Emily (Hayes), Carl (Armstrong)
and 7 others, April-Oct., 1871.
- (7) Parl. Papers. South Sea Islands. 15th May, 1874, pp.79-87.
~~*****~~
Massacre of the crews of the Dancing Wave and Kate Grant at the Ellice
and Line Islands, Sept. 1872.

For a detailed account of the fight on the Moaroa in 1869 see:-

Brookes, "International Rivalry", pp.423-7; quoting
Miller to Clarendon, 21.2.70, in FO 58/127; and also the
Sydney Mail for 6.11.69.

The statement of Walter Oates, mate of the Moaroa, on three voyages
to the Gilbert Islands, etc., recruiting labour for Tahiti, 1869-70,
with an account of the vessels (about 40) engaged in the traffic
(dated Sydney, 20.11.71) is in:-

Parl. Paper: S.S. Islanders, April 1873, pp.132-4; and

Parl. Paper: S.S. Islanders, Feb. 1872, pp.35-9.

To check and copy last three items.

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Missionary Herald, February 1864.

In March, Mr and Mrs Bingham made a missionary tour of Abaiang. The total number of hearers addressed at some fifty places amounted to about 1,000.

In April they made their spring visit to Tarawa with some of their Hawaiian helpers in the Star of Peace. They spent nearly twenty days there, travelled sixty miles or more, and addressed in all at more than fifty points about 1,300 natives. At some places drunken men disturbed the meetings, but in the main kind treatment was received.

Our brother writes: "I was pleased with the attention shown by many of the High Chiefs to my Hawaiian associates, convincing me more than ever before that Hawaiian missionaries may win the confidence and command the respect of these proud savages.

It is to us a comfort to find in many of the dark corners so much knowledge of the way of life, yet so distant are many of the villages and, consequently, so rare is the preaching of the Gospel in them that much darkness still remains.

Although the islands in this group are spoken of as populous, one must travel many a mile in order to meet with a 1,000 natives in their own villages. We need most emphatically touring missionaries, men of much physical endurance, men able and willing to live much on what the islands produce, to sleep night after night on the ground, to drink miserable water, to row or paddle many a weary mile to windward with no natives to help, to walk large distances on wide glaring flats beneath

GILBERT AND ELLICE ISLANDS: EARLY CONTACTS WITH ROTUMA

Gardiner, J. Stanley. "The Natives of Rotuma". Journal of the Anthropological Institute, Vol. XXVII (1898), pp. 396-435; 457-524.

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403. Early Canoe Voyagers [20 years allowed for each generation, and the age of the ~~desc~~ informant added] [First people to come were from Niuafouu, in several big canoes, about 240 years ago - about 300 men, with no women or children. Henceforward, we find that the possessor of their chief's name, Marafu, drinking kava second on the island and generally looked up to. After holding the island for a generation, they were conquered by Olili, of Maftau, and confined to Noatau].

"Next came one "immense" double canoe from Tarawa, in the Gilbert islands, in an absolutely exhausted condition, with both women and children. Fonmon, a Noatau man, brought their canoe to the shore, and then took them before the sou, or king, who made a ~~big~~ big feast and divided them out among all the districts, where they married and settled down. They stated that they had lost their way owing to a change of wind, and that they had tried to get home again, but were too exhausted to do so; then a fresh wind came up and blew them to Rotuma. One woman, Teauia, is remembered by name. She married Fonmon, and by him had a son, who married the daughter of Matiere. The last had a daughter, who married Maragtu, and their daughter married the great-grandfather of the present Marafu. This gives five generations, and Marafu is at least 60 years old, so that their arrival must have been 160 years ago [i.e. 1730]. According to Marafu, it was not the custom in the old days to marry so young, so that it would be probably nearer 200 years ago [i.e. 1698]."

Next came one large canoe from Ruania, or according to another account, from Tipokia, shortly before the advent of the white man, or about 1780.

Then a Tongan visitor from Futuna.

406. "A canoe next came from Funafuti, Ellice islands, with both men and women, nearly exhausted from starvation; this would seem to have been about 1815. They have left traces of themselves in several special songs, words, and modes of singing; I know of about 30 people, who trace descent from them."

Then ~~2~~ 2 canoes came from Tonga and shipped 100 men to get sandalwood in the New Hebrides - about 1820.

"About 1830 a large double canoe was seen off Noatau, crowded with people in an absolutely exhausted condition, and brought on shore. Their point of departure was Nui, Ellice islands. They too intermarried and settled on the island.

In recent years many single canoes are remembered to have come from the Ellice islands, and two from Fortuna, but the latter people alone seem to have had any idea as to where they were going."

407. "Captain Dillon states that the people were accustomed to undertake long voyages to Withuboo for shells, and mentions one canoe which was cast away on Hamoa, or Samoa. Withuboo is probably the same as Oaitupu, one of ~~the~~ the more northerly islands of the Ellice group."

460. "The head chief of the island, or fakpure, was also¹ one of the officers of a spiritual chief, who was termed the sou, but who really had little to do with the government of the island, and who lived wherever he was placed by the fakpure and the other chiefs."

461. "In a list (App.1) of the last sixty sou, all are men, but in many legends the names of those given to women at the present day. Inquiry merely brought out that that was before the Tokelau, or Gilbert islanders, came to Rotuma, but no further explanation was ever forthcoming. Possibly the connection was in Fonmon, a Noatau sou, who is supposed to have got the

best-looking girls from each district, and ordained that from his ~~offspring~~ offspring with these the sou was to be chosen; the name is the same as that of the man who brought the Tokalau people on shore (p.403). Before this all the sou are stated to have come from Noatau."

The appointment to the office was for 6 months.

Districts divided into hoag, a name applied to all the houses of a family, which were placed together forming, if the family was a large one, a small village. Head of the hoag called the pure.

486. "Slaves as such did not properly exist; Polynesian or Micronesian strangers, fa helaw, were usually married into different hoag, or adopted with the consent of all the members of the hoag." Fijians and Melanesians on the other hand regarded as inferior and no-one would marry them or adopt them into the hoag.

491. "Among the favourite ~~mak/po/po~~ mak forou [or foreign songs] is the Funafuti song, supposed to have been introduced by a canoe from that island driven on shore here; it is sung with much spirit and go. ~~The next is~~ le/taria/tae "is a beach song" The Tokelau mak, given, is a typical mak forou."

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Eason, W.J.E., A Short History of Rotuma, Suva, 1951, p.3.

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The arrival of a large canoe filled with Gilbertese islanders in about 1720 is recorded in the legends of Rotuma. These strangers were absorbed into the population and one Gilbertese woman became the ancestor of a leading twentieth century chief.

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Excerpt from a note by the Rev. Poge on the schools in the Gilbert Islands. ✓

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There are certain customs among the people which hinder very much the establishment of schools. Two of these I will mention.

The first is the fact that if a man marries the daughter of another, he marries all the daughters of the family or is supposed to have a power over the sisters of ^{the} woman who he has married and it is necessary to get his consent ^(?) over the girls whom he has power can go to the school, and this consent cannot very easily be obtained. A case similar to this, was the occasion of breaking up the schools in Butaritari - in that school there was a young girl, the sister of a woman of a man, this man saw this sister of the woman with a Missionary in Church, and determined to take her away from them. He even proposed to do this at the Meeting House on the Sabbath, some of his friends persuaded him not to do that. As soon as the Meeting was over he demanded the girl and as the Missionary could not protect her, they were forced to give her up, though the parents of the girl would have been glad to have her remain with the Missionary.

The second custom, is what might be called the bleaching process. It appears that the Chiefs and those in authority desire to have those who engage in their dances as light coloured as possible. Hence months before a great dance, the boys and girls, men and women, who are to be engaged on this ^(?) perusal are shut up in a dark house and not permitted

to go out into the sun least they should be tanned by it. To entice one of these from this place of seclusion to go to school would be considered the cause of much strife and might be the occasion of the death of the person who did it. Even to say for such a one to be let out to go to school, would be considered an insult.

GILBERT ISLANDS

(General)

to 1849

Kingsmill Islands: Name of

- (1) Arrowsmith chart of 1798, with corrections to 1814, contains many details of the voyages of Bishop, Simpson and Bass - so many, in fact, that it would appear that they gave information on their voyages directly to him (see card under Maritime History for particulars of whereabouts of Arrowsmith's notes).
- (2) Kingsmill Gruppe shown on map published at Weimar in September, 1804, by J.C.M. Reinecke (but not Bishop-Bass-Simpson discoveries).
- (3) Map by D.F. Sotzmann of Hamburg (1810) shows Kingsmill and Kennedy Is., but not other Bishop-Bass-Simpson discoveries.

Hill, Samuel. "Journal and log of the Ophelia 1815-1817".

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On the 18th and 19th May, 1816, the Ophelia (Captain Samuel Hill), on a voyage from the Hawaiian Islands to Batavia, passed along the southern shore of Abemama and between Aramuka and Kuria. The three islands were described by him as Hoppers Islands.

[102]. "It appears the chain of islands of which Hoppers Island is the southernmost except Byrons Island, was discovered by Capt. Marshall in the Scarborough in 1788 and laid down by him centrally under the Equator, extending from Latt. $0^{\circ} 15'$ South to $0^{\circ} 15'$ North and Long. $173^{\circ} 40'$ East from Greenwich, and described as one island. Whereas in fact there are three separate small islands extending from Latt. $0^{\circ} 24'$ North to $0^{\circ} 6'$ South and from Long. $174^{\circ} 05'$ East to $174^{\circ} 30'$ East of Greenwich. The latitudes were deduced from good meridional altitudes of the sun and the longitudes from lunar distances sun and moon when in sight of the island and the day after leaving it and I should suppose certainly not liable to more than 15 miles error at most in longitude. The variation of our compasses from good Azimuths when near these islands was $10^{\circ} 41'$ East.

These little Isles are elevated about fifteen feet above the surface of the ocean and are highest towards their outer margins just within the white sandy beach where vegetation begins. They are covered with trees and shrubs of a most luxuriant growth, among which I could plainly distinguish the cocoanut as the tallest, and another with a bushy spreading top which I think is the Breadfruit. The Plantain and several others not known to us entirely covered their surfaces and appeared to form a most agreeable shade. A very white sandy beach was observed on all sides of them immediately outside of the line

of vegetation extending to the sea. Near the waters edge there appeared to be a wall or reef of Corral rock which seemed to protect it from the oceanic surf which however was not high as the sea seemed ~~to be~~ very smooth. On the south west sides the sandy beaches extended in some places half a mile nearly on a level with the surface of the ocean which just washed over it about one foot deep except near the margin of the sea where it was entirely above water except in a high surf, and a reef of coral guarded ~~the~~ the outer edge of this bank all round next the sea. They are inhabited and quite populous, the men women and children came out from their shady arbours and ran along the sandy beach in considerable numbers following the ship, and when we rounded too to sound, they made signs and gestures which could not be misunderstood for us to come on shore. A man stood directly opposite to us about knee deep in the water water and waved a branch of Plantain tree, until we were quite out of sight of him as I saw him still [013] with my glass when no longer visible with the naked eye. They were of a dark copper color somewhat darker than the Sandwich Islanders. Their hair appeared short and bushy but whether woolly or not I could not ascertain being half a mile from the nearest of them. They were quite naked and had not even a covering over the Sexual Parts, at least the males, but I think the females had a kind of mat made of grass round their waists. I saw several canoes heuled up on the beach with outriggers similar to those of the Sandwich ~~Islands~~ Islands and one under sail but she would not come along side. Their houses were roofed in, covered on the roof and sides but the ends were open. I saw no animals among them."

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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.

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From: Paulding, Lieut. Hiram, Journal of a Cruise of the United States Schooner Dolphin among the islands of the Pacific Ocean and a Visit to the Mulgrave Islands, in pursuit of the mutineers of the Whale Ship Globe. New York, 1831.
New impression: London, C. Hurst & Co., 1970.

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P.93. On the 9th of November, Byron's Island was seen, at 8 P.M. six miles from us, and soon afterwards the shore was lighted up with a number of fires. The surf was beating heavily upon the weather-shore. We stood off and on until morning, when, having been driven to leeward by a strong current, we (P.94) beat up for the island, passing several canoes on our way, and having a great many others in different directions to windward, running down for us. At meridian, we were close in with the land, where we beat about for several hours, looking for anchorage. Once we tacked, in three fathoms, so close to the coral bank, where was beating a heavy surf, that we could almost have jumped upon it. At 6, P.M. on the tenth, we anchored in ten fathoms, within less than a cable's length of the surf, and where the water was so clear, that we could see almost every coral rock at the bottom. Besides the rocks, it presented the appearance of a splendid landscape of trees and copse-wood, ornamented with the most lively and brilliant colours, which, affected by the swelling of the ocean, were transformed into a representation of a rich and beautiful country of mountain and valley.

Whilst we were beating about, canoes were assembling near us, on great numbers, and as soon as we anchored, came along side, the people jumping on board without the least hesitation, talking and hallooing to each other so loud, as almost to deafen us with their noise. They had not been long on board, before several of them were detected in thieving, and when threatened, seemed quite regardless of our displeasure, although it was expressed in a way calculated to (P.95) make

them sensible of its disagreeable consequences. They were all provided with long shark's-tooth spears, and walked about the deck with a swaggering, independent air, that seemed to challenge, at least, an equality. But few brought any thing else with them but their spears, which they would not dispose of, and altogether, their number and appearance was truly formidable. At sunset, we sent them off, and they all returned to their respective islets.

The appearance of Byron's Island, differed scarcely in any respect from that of the Duke of Clarence. Its dimensions and formation were perfectly similar; and, like the latter, it was inhabited by an enterprising and warlike people, whose dress, arms, canoes, and manner of life, seemed to be identically the same. The islet abreast of us was all night illuminated with the shouts of hundreds of people.

When the day dawned, the whole ocean was whitened with the little sails of canoes that were seen coming from every direction, and some of them as far as the eye could distinguish so small an object. In an hour, not less than a hundred of them were alongside, and our deck was crowded with the natives. The officer of the watch undertook to wash off the deck, which he found altogether impracticable: not a word could be (P.96) understood for the noise that they made, and when they were pushed out of the way by our people, they became insolent and resentful. We were at length, obliged to resort to some little violence to clear the decks of the unruly rabble, whose disposition to thievery and violence, became every moment more difficult to repress.

An old athletic chief, whom our captain had treated with more than ordinary attention, suddenly put his arms round him, and embraced him with such herculean strength, that he was constrained to call on the men near him for assistance; in a moment, they had a rope around the old chief's neck, and broke his grasp, and the captain having enough of Indian courtesy, was well pleased to dismiss them. They still remained near us, and as many as were allowed, came alongside. They exchanged for pieces of old iron, coarse matting, flying-fish, shell

ornaments, and a few of them disposed of their spears.

One fellow, who evinced an obstinate determination to come alongside, was ordered off by the sentinel, who pointed his musket at him. As soon as the musket was pointed, he raised his spear, and stood in the attitude of throwing it until the sentinel came to a shoulder, when he again took to his paddle; the musket was again presented, and the Indian, with the same promptitude, raised his spear, until the sentinel, feeling the (P.97) awkwardness of his situation, reported the circumstance to an officer. I went forward, and pointing at the native a pistol loaded with very fine shot, motioned for him to retire; upon which, he raised his spear at me, and I discharged the pistol at his legs, when he dropped his arms and fled with the greatest precipitation; I afterwards remarked him outside of all the rest of the canoes, apparently afraid to come nearer the vessel. After this example, none of them seemed disposed to question the authority of a sentinel.

The islands we had seen, since our departure from the Marquesas, resembling each other so much, and none of them affording indications of water sufficient for our purposes, we began to think seriously, that we might experience great inconvenience, and perhaps suffering, before we could procure a supply; we determined, therefore, to let no opportunity escape us, of examining every island that came in our way, if it could be done without too much risk. With a view to this object, the captain pulled in shore, followed by nearly all the canoes; but when he arrived at the edge of the surf, which was so heavy as to make the landing difficult, he remarked that the people on shore, of whom a great many were assembled, had all armed themselves with spears and stones. This hostile appearance, together with the violence of the surf, made him hesitate (P.98) about proceeding further, ^A although the natives, on shore as well as those in canoes, pressed him to land. When, finally, he relinquished his object, and was about to return on board, the people on shore dashed into the water and swam off, and uniting

with those in the canoes, made a violent attempt to drag the boat into the surf. The men promptly repelled them, when they dived to the bottom, and coming up, showered a volley of stones into the boat, which wounded a few of the crew slightly, and broke several pieces of the gunwale. In the midst of the excitement and confusion that prevailed, a native seized a pistol, which he struggled violently to carry off, until a musket was fired, and he was taken into the nearest canoe ~~XXXXXXXX~~ severely wounded; it had the effect to disperse the natives, who fled from the boat in every direction, as she returned to the schooner. When she was hoisted in, they came alongside, and some of them got on board. We commenced getting ~~XXXXXXXXXX~~ underway, and one of the anchors was already up; the other having hooked to a coral rock, the captain directed the sentinel forward to give the musket to him, and repair to his station. A native, who had been talking to the captain, embracing a favourable opportunity, seized the musket, upon which was a fixed bayonet, and jumping overboard with it, swam towards the shore, keeping half the time under water. Muskets were fired (P.99) at him, but he bore his booty safely through the surf to the coral bank, where, although he was still within striking distance, he marched away with the most perfect composure, until he disappeared in the bushes.

After this bold theft, several boats were prepared to land in search of water, and, if possible, recover the stolen property. The captain took the lead, and landed on the coral bank, with his arms and ammunition wet and useless, whilst the boat, in returning through the surf, was thrown upon the rocks, bilged, and before she finally got off, almost every timber in her broke. This fatality having attended his landing, he forbade the other boats to attempt it, choosing rather to remain in his defenceless situation, surrounded by hostile natives, to the more ~~XXXXXXXXXX~~ serious consequence of losing the remainder of his boats.

By signals concerted previous to his departure from the vessel, he directed a fire at intervals from our cannon, in the direction of a large hut that we supposed belonged to the chief. A small group of natives approached him, one of whom, a man advanced in years, came up with a green branch in his hand; the captain demanded of him by signs the return of the musket, in reply to which, he addressed some one near him, who ran off, and in about an hour, brought it without either lock or bayonet; these were also required, and (P.100) our demand repeated occasionally by a discharge of cannon in the direction of the chief's ~~KX~~ hut. It was not long before the lock was brought, but no threats could compel them to relinquish the bayonet. The situation of the captain and his party was becoming more and more critical with every moment's delay. They were on a bank of coral a hundred ~~YXXX~~ yards wide, and small parties of natives, of whom great numbers were assembled in the bushes, would frequently sally out and throw stones at them. They had no other means of protection or defence than that what was afforded by our guns, which were fired whenever the hostile parties made their appearance. The hustle of our shot over their heads, and the fall of cocoa-nut trees, proved to them the superiority of our arms over theirs, and in a measure, had the desired effect of keeping them back. One circumstance, however, convinced us that they were not yet fully sensible of this superiority, or if so, that they were intrepid to a degree that might well alarm us for the safety of our people.

When one of their parties had sallied out, there were two men walking along the beach, carrying a canoe; a shot that was fired to drive the sallying party back, struck so near these men, that it threw the sand and gravel all over them. They laid the canoe down and looked round them for a few moments, when they took it up again and (P.101) walked along, as they would have done under the most ordinary circumstances.

When the captain became impatient of his confined situation on the beach, besieged and harassed as he constantly was by the natives, he made bold to risk an excursion back upon the island, to show the natives his disregard for them, and, at the same time, satisfy himself as to the existence of water. They did not anywhere oppose him or appear in numbers; a few persons were seen behind the trees, ^{or} stealing along through the thickets without any demonstration of hostility. His discoveries were few and unimportant; the only place where he found water, was in an old well, where it was stagnant and unfit for use. In the huts that he entered, were stores of dry coconuts, and a preparation of dried fish and sea-moss.

We were filled with solicitude for our party when beyond the reach of our assistance, knowing that they had no other means of safety than the opinion which might exist among the natives of their invincibility, and we were highly gratified, after an hour's watching, to see them returning to their old place of blockade - the coral bank.

It was now sundown, and the surf had increased so much that we did not believe it possible for a boat to reach the shore and return in safety; and to send men there without ~~the~~ a prospect of their (P.102) being able to return, would be but a useless sacrifice of their lives; but here was our people on ~~the~~ shore; the natives had followed them on their return to the beach; and their remaining after dark would probably be attended with the most serious consequences. Two men, who were good ~~swimmers~~ swimmers, came forward and volunteered their services to take on shore a light boat that we had, and although I might have felt unwilling to exercise authority in the performance of so hazardous a service, I was happy to accept the generous offer. They landed in safety, and the boat being deeply laden with the captain and his party, they clung with one hand to her quarter, swimming with the other, until after a severe and most doubtful struggle, she emerged from the surf, almost filled with water, and was soon ^{afterwards} alongside. It was thought that if there had been one more breaker to pass, all would have perished.

The men of Byron's Island are stout, active, and well made. They were all naked, and covered with scars. Some of them wore skull-caps, of grass, and wreaths of dry cocoa-nuts. Their ornaments were rude, and worn by but very few. They consisted of shells and beads, made of something that resembled whalebone, worn in long strings, - by some round the waist, and by others round the neck. Their hair was long and matted, and their complexion very dark. Their beard was thin, (P.103) and curled upon the chin, like that of the negroes. A few women came round us in canoes, who looked coarse, and almost as robust as the men. They wore round their loins a small mat about a foot wide, with a fringe at the bottom. But few of the men were tattooed, and they very slightly. Their canoes were ingeniously wrought, of a great many pieces of light wood, which were laced together with twine, made from the husk of the cocoa-nut; but they were so leaky as to keep one man baling constantly. They were very narrow, sharp at both ends, and had a small platform of light wood, on one side, to keep them upright. They resembled the canoes of the Duke of York and Clarence islands, but ~~w~~ were rather narrower, and made with better workmanship. The canoe sails, of all these islands, are mats of straw or grass.

As soon as the captain returned on board, we got underway, and bade adieu to Byron's Island, and its inhabitants, whose acquaintance had been productive of nothing but anxiety and perplexity. We run off W. by S., and in three or four hours made Drummond's Island, ahead, distant three or four leagues.

At daylight, we passed a reef of considerable extent upon the N.E. end of the island, and ran down upon the west side of it. When we had approached the shore, within the distance of a (P.104) league, canoes made their appearance in every direction, sailing off to us. We stood in, and found anchorage within two cables' length of the bank of coral, that stretched one or two miles from the shore, and which, at low water, was almost everywhere dry. Here we hove to, having in sight, along the shore, twenty or thirty large villages, besides other habitations, that

were thickly interspersed amongst the trees beyond it. The island, indeed, was swarming with inhabitants, and, from its extent and forest of cocoa-nut trees, seemed well adapted to sustain a large population. It was low, and being quite level, promised but a poor prospect of affording a supply of water. We had not been long here, before we were surrounded by from one to two hundred canoes, having in each of them, with few exceptions, two men and a woman, the latter of whom was kept constantly employed baling the water out. They betrayed a greater degree of timidity than the natives of any island we had seen before, keeping in their canoes, at a distance from us, or approaching, with caution and distrust. At length some of them got on board, and others hung upon the sides of the vessel, talking and exchanging their cocoa-nuts, and flying-fish, for old nails, or pieces of tin. One of them, an interesting looking youth, was noticed by one of the seamen, who made him several presents, and in (P.105) other respects, treated him very kindly. The youth appeared to be sensible of the favour shown him, and expressed his gratitude by smiles, and by repeatedly patting the sailor on the shoulder; but, after this dumb show had been going on for some time, and when his patron's face was turned from him, he snatched his hat from his head, and jumped overboard with it, making his way expeditiously as possible to the nearest canoe. The canoe took him in, and pulled off dead to windward of us, until they were out of our reach, although we threw several shots over their heads, to convince them of the danger they encountered in such bold adventures. From our first stopping place, we ran down a few miles, followed by all the canoes, which were joined by ^{many} ~~several~~ more. Some of the natives again came on board, and one man, to whom the captain had made presents, seized upon a fixture of the waist-boat, and abruptly took his leave. He was as suddenly saluted with a charge of bird-shot, from a pistol, but manfully clung to his prize, and bore it off in triumph to his canoe. Aided by his companion, he was playing us the same trick, as the fellow who stole the sailor's hat. But a few shot over their heads brought them to, when they laid down in the bottom of the canoe,

until we lowered a boat, and sent it to them. When they saw the boat approaching, they took to their paddles, and (P.106) made an effort to escape; but, finding that impossible, jumped overboard, and continued diving from one side of the canoe to the other, until they were taken. They trembled excessively, expressing a great deal of alarm, upon being brought on board, and made several attempts to escape. The captain inflicted upon the thief, a punishment, that he thought might be a useful admonition to the natives, in their future intercourse with white men, when, with his companion, he jumped overboard, apparently delighted, in having escaped so well. The number and enterprising character of the people, changed our purpose of attempting to obtain a supply of water, by digging wells. And, besides the above objection, it was to be expected that, in the performance of our duty, at the Mulgrave Islands, it would be necessary for us to explore the whole group, where, within so great a compass, our wants could scarcely fail to be supplied. Accordingly, in the evening, we made sail, and, after clearing the island, hauled up to the northward and westward. The inhabitants of Drummond's and Bryron's Islands, were, in all respects, similar to each other, even to their canoes and sails, the latter of which was a coarse matting of grass.

During our passage from Drummond's Island to the Mulgraves, which was of nine days' duration we had squally weather, and were constantly (P.107) affected by violent currents, for which, as they were irregular, no allowance could be made. On the second day after our departure from Drummond's Island, our safety was considerably endangered from this cause. Being near a chain of ~~XXXX~~ small islands belonging to the Kingsmill Group, the weather thick and squally, we stretched off, calculating that, at meridian, on the following day, we should be thirty miles to the northward of them; but, to our surprise, when at meridian the weather cleared, and we got our observations, instead of being thirty miles to the northward, we were as much to the south, having been carried through them by a current at night. We were two or three days in the vicinity of the Mulgraves',

laying to at night, and drifting with the current nearly as much as we advanced through the day, with light and baffling winds.

On the evening of November, the nineteenth, the welcome hail of "Land! ho!" was given, and shortly afterwards it was seen from the deck, two leagues off. It proved to be the easternmost of the Mulgraves', for which we run down on the following morning, and anchored on the lee shore, within less than a cable's length of the surf, in six fathoms water.

.....

From the description of Byron's Island, with its 'islets' and resemblance to Takunono, the time taken to Takiteua, and the fact that Benu was not sighted en route, the 'Dolphin' would seem to have anchored off the Takorake coast of Benu and not off Takunono. Muniro's Island appears to be Takiteua, owing to the 20-30 large villages seen.

Hoyt, Edwin P., Pacific Destiny: the Story of America in the Western Sea from the early 1800s to the 1980s. New York, W.W. Norton and Company, 1981.

.....

P.14. In the summer of 1824, Commodore Hull received a letter from U.S. Consul Michael Hogan at Valparaiso, informing him of a mutiny aboard the American whaler Globe from Nantucket. The Globe's captain and mates had been killed, and the mutineers had sailed to some undertermined Pacific islands and planned to burn the ship and live on the islands. But half a dozen men had escaped with the ship and sailed it back to Valparaiso. They had been arrested by the U.S. Consul, Michael Hogan, suspected of mutiny, and sent back to Nantucket to face trial. Now the other mutineers had to be found and brought to punishment.

The Hogan letter was advisory and Commodore Hull had too many official duties to pay much attention to it. But in May, 1825, Hull had orders from Secretary of the Navy S.L. Southard to conduct a search of the Pacific islands for the Globe mutineers, and if he could find them, to bring them home. These orders coincided with other commands to show the flag in the Pacific, call at as many ports as possible and ascertain the possibilities of fishing and trade, and chart the unknown seas.

Commodore Hull chose Lieutenant John Percival for this task. 'Mad Jack' Percival was known throughout the navy for his exploits in the Barbary Wars and in the squadron for his bravery and determination. There could not have been a better man for the job. His ship, the USS Dolphin, was a topsail schooner, ideal for the task of island hopping because of her fore and aft rig, and small enough so that her absence from the squadron for many months would not be critical:

(P.15) In September the Dolphin was deep in the Pacific. She visited the Caroline Islands but found nothing there. Lieutenant Percival then began searching for landfalls at various positions reported by American ships - mostly whalers - where they had sighted land. But the whaling captains' navigation often (p.16)

PROBABLE SIGHTING OF NOHOUTI

1537

Mande, H.E., Of Islands and Men. Melbourne, Oxford University Press, 1968.

For listing of source material see p. 48. Grijalva sailed from Peru across the Pacific following the Equator, which was an unusual route but probably ordered by Cortes, the conqueror of Mexico. As a result they sighted Christmas Island and later another island which they called the Isla de los Pescadores (The Island of the Fishermen).

It was (almost certainly one of the Galleat ... (etc., as on p. 51)
... but the mutineers (for they had by then killed Grijalva, their captain),
sailing on a west course, ... (etc., as on p. 51) ... their next
frequented grounds.)

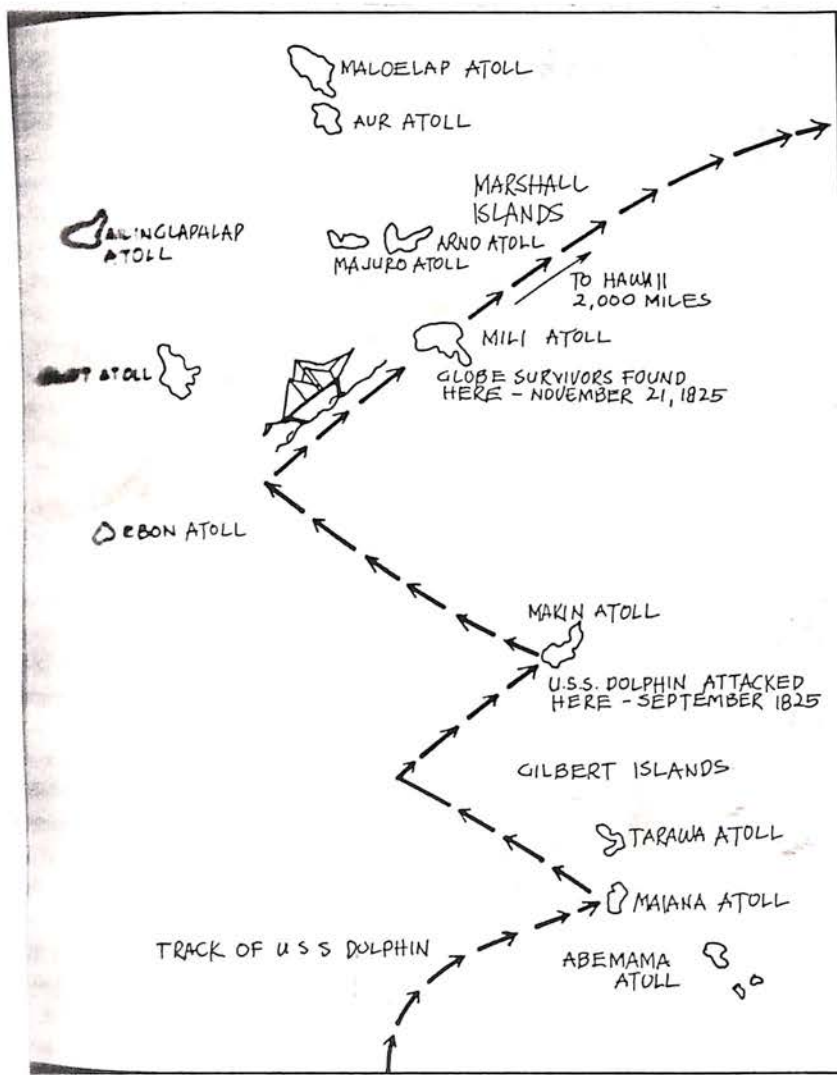
SIGHTING OF BUTARITARI BY QUIROS

1606

Munde, H. E., Of Islands and Men. Melbourne, Oxford University Press, 1968.

The seven original sources for the 1606 voyage of Quiros, the last of the Spanish voyages of discovery, are listed on p. 66; and an analysis of the navigational data for his ~~voyage~~ the ~~original~~ identification of Buen Viaje, the island sighted by him in the northern Gilberts, is set out in a study by Captain G. H. Meyer ~~of the~~ in pp. 82-3.

The conclusion is 'that Quiros most probably first sighted the south-west shore of Butaritari between Flank Point and Ukiaingang, changed course to clear the island to the south, and resumed his former NE course the following day when well to the east of the island. It is highly unlikely that he actually sighted Makin Island at any time.'



Track of USS Dolphin

was not accurate and Lieutenant Percival found no land where land should have been.

In September 1825, the Dolphin put in at the Kingsmill Group of the Gilbert Islands. Lieutenant Percival learned that the Globe had been there. He also ran into trouble.

The islanders were very wild. They came aboard the anchored ship in grass skirts and shark tooth necklaces, with spears and clubs. They wanted to trade. They stole a few pieces

of equipment when Lieutenant Percival would not trade them and refused to return the equipment. At dark the sailors hustled them off the ship, but that night fires burned around the beach and drums beat. Next day, about noon, canoes moved in on the Dolphin from all directions. It did not take long for the Americans to see that their occupants were belligerent.

Lieutenant Hiram Paulding, the officer of the watch, was challenged by an islander wearing shell necklaces, anklets, and wristlets, and carrying a shark-tooth spear, who boarded the ship. Lieutenant Paulding raised his pistol. The warrior raised his spear. Lieutenant Paulding gestured him overboard. The spearman made a threatening move, and Lieutenant Paulding shot him in the legs and the spearman dropped his weapon. Paulding had been using bird shot so the islander was not badly hurt.

He went away, but others were not to be driven off, it appeared. The canoes circled the ship for an hour. Finally, as the Americans showed no signs of letting them board, they dispersed to shore.

Lieutenant Jack Percival had been ordered to explore all the islands he found, so he took a boat and went to the shore. The islanders surrounded the boat as it came in. One jumped into the boat, seized a musket from a marine, jumped back over the side and disappeared in the brush. Lieutenant Percival went in to investigate. He told his executive officer to be ready to fire the ship's guns on signal at a hut on the hill.

Percival came back without the musket and gave the order. Soon the hut was riddled. This brought about a parley; an old chief came up with a green branch in his hand. Percival demanded the musket and ~~XXXX~~ got it back. But as evening came on, and the drums began to beat, the atmosphere ashore grew menacing. Percival toured the island, found it almost waterless and not very valuable to an American eye, and finally made it back to his ship under the angry glares of the islanders. Then the lieutenant lost no time in weighing anchor, to clear the island before darkness lowered.

The Dolphin stopped at several other islands but found nothing of interest nor any traces of the Globe mutineers. Finally on November 19, 1825, the topsail schooner reached the Marshall chain.

.....

This is an inaccurate and in places ridiculous account, with even the islands called at identified wrongly and the account of the incidents at Nikunau garbled.

↑
or possibly Bezu

ABEMAMA:

NONOUTE: Visit to, and attack on, whaler 'Emily': 1827.

1827

Vol.I
P.211

8th (July, 1827 - HEM) Fine pleasant weather throughout the day. At 7 a.m. an English South-seaman, called the Emily of London, arrived here with a full cargo of sperm oil. She had put in to refit, and proceed thence to London direct. On board of her was Boo Marray's daughter,² whom I had often seen before.

Vol.I
P.212

..... The commander of the Emily informed me that he procured his cargo of oil on or about the equator, between the longitudes of 175° E. and 175° west. His water falling short, he touched at Simpson's Island, in latitude 0° 25' N. and longitude 175° 32' E., to procure a supply. With this view he sent two of his boats on shore with their respective crews, where one remained for the purpose of digging a well in the sandy beach, while the other put back to the ship for the casks.

Vol.I
P.213

On the return of this last boat the natives rushed out from the woods, armed with lances and daggers, the sides and points of which were set with sharks' teeth, and attacked the Europeans so suddenly that they were thrown into some confusion. In one of the boats were two muskets, one of which was rendered unserviceable by the water, but with the other Brian^B Moroo's^a subjects did a good deal of execution. The party were compelled to abandon one boat to the fury of the natives, and retreat in the other, after one European and one New Zealander had been slain in the affray, whose bodies fell into the hands of the savages. A second attempt to land was not made.

From: Dillon, Capt. P. "Narrative ~~of~~/~~a~~ and Successful Result of a

NONOUTI: Visit of 'Emily': 1827.

Voyage in the South Seas, performed by order of the Government of British India, to ascertain the actual fate of La Perouse's Expedition

¹ This excerpt from Peter Dillon's diary was written on board the 'Research' in the Bay of Islands, NZ, when en route to Vanikoro to search for the remains of La Perouse's expedition.

² Boo Marray and Brian Boroo were Maori chiefs. The daughter of Boo

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nanay was living as wife of the Captain of the 'Emily'.

Smith, Thomas. W. "A Narrative of the Life, Travels and Sufferings of Thomas W. Smith ..." Boston, W/m.C. Hill, 1844

Smith left England on his 12th voyage about the year 1827, judging from interval evidence in the narrative, his ship being the whaler HIBERNIA.

P.192 c. 1828 he visited the Duke of Clarence and Duke of ^{York's} ~~Yak's~~ Islands to trade with the natives.

"The chief article of trade which we possessed was iron-h^ops, cut in six-inch pieces, for each of which, we generally obtained in many of the islands a dozen of cocoa-nuts or any other kinds of nuts or fruits."

.....

P.193 "Having finished our trading at these islands we proceeded on our passage, and in a few days arrived at Kings' Mill Group, off which we cruised several weeks and succeeded in obtaining 300 barrels of oil.

After the expiration of the season at these islands, we proceeded to Matthew's [MATTHEW'S] island, off which we cruised several days. The natives

appeared to be frequently engaged in war with each other, as they exhibited marks of great violence upon their naked bodies, inflicted by implements of war, which could be ~~none~~ others than those with which they were abundantly supplied, and which consisted of straight hard-wood spears, with four rows of sharks' teeth firmly fixed in the same shape as the teeth of a saw.

One ~~morning~~^{morning,} the ship being becalmed, we were surrounded by 3 or 400 canoes, each of which contained five natives. A number of them traded with us, while the others rowed round and round the ship apparently looking at us, as though they would make us their prize. By their singular proceedings we anticipated that they had a design on the ship. To defeat them we immediately exhibited our naked lances and spades, and this seemingly had the desired effect in counteracting their designs, and shortly after they dispersed and returned to the shore.

These natives exhibited the most hideous heads of hair ever seen on human beings. It was long and woolley and grew upwards; and apparently, by being constantly combed in a circular form, it had become

in the shape of a bee-hive and was nearly as large
P.194 as a half bushel measure.

Having unsuccessfully cruised among these islands,
we proceeded to the Malgroves^u, Culverts, Browns,
and Rangers, off which we met with no better success."

[Then to the New Hebrides]

Smith, Thomas W. "A narrative of the life, travels and sufferings of Thomas W. Smith ...". Boston, Wm. C. Hill, 1844.

.....

P.193. Having finished our trading at these islands [Tokelau Islands] we proceeded on our passage, and in a few days arrived at Kings' Mill Group, off which we cruised several weeks and succeeded in obtainin 300 barrels of oil.

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Having unsuccessfully cruised among these islands, we proceeded to the Mulgraves, Culverts, Browns, and Rangers, off which we met with no better success.

From this we proceeded to the New Hebrides ...

Note: Smith was a sailor on the British whaler Hibernia.

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Excerpt from Heberley, James, Reminiscences (MS in Turnbull Library, Wellington). See Foster, Honore, 'A Sydney Whaler 1829-32: the Reminiscences of James Heberley', ~~to be published in JPH.~~

.....

Heberley visited the Gilbert Islands on the whaler Caroline (Captain Thomas Swindells), 1829-1830.

[1829]. 'Then we touched at the Kings Mill Group (a group^s of islands called by that name) then the Natives came off with their Canoes laden with Bread Fruit, and other Tropical Fruits, the skin of the Natives of these Islands is Copper colour, and their Hair is Jet Black, they grease their Hair with Cocoa (nut) Oil, and sprinkle themselves with White Coral Sand, their features are like the Jews, they were friendly we traded with them,'

[1830]. '.... we came on the middle ground, but the Whales were very scanty, the Captⁿ said we will go to Kingsmill Group, and we shall find plenty of Whales when we arrived of[f] Drummonds Island, we saw some Whales we lowered our Boats, but we had no success, then we touched at Straggs Island, then the Natives came on board, there was a White Man with ~~XXX~~ [them] we asked what brought him there, he said that the Cptⁿ of the Mary Mitchell landed him there, he did not tell us what for, we enquired what sort of Natives they were, he said they were very good '[there is much more on the natives of Kusaie].

.....

Journal of Captain E.P. Tregurtha. 1803-1849. MS in possession of
Dr R. Wettenhall, Melbourne.

.....[†] on whaler Caroline

We now shaped our Course [from Wallis Island]^x for the Kings Mills Group.
On the third day we sighted an Island not laid down in the Charts unin-
habited. I accordingly ;owered two Boats and leaving the Ship too close
under its lee, I proceeded on shore. We had no difficulty in approaching
and as the Bushes were covered with Sea Birds I fired several shots before
I was aware that the Birds were unacquainted with Man and would allow us
to approach quite near and and handle them on their perch. This island
was about two [ten?] miles in circumferance and extremely low with only a
few bushes, and intersected by shallow Lagoons which abounded in the reef
Shark of from 4 to 6 feet long. In traversing through the water about knee
deep these Sharks rushed through your legs and leaped round about you so as
to cause considerable alarm, we shot several, but this did not prevent ~~them~~
their constant attacks. Towards evening when we return'd to the Beach
I found the Tide receded so as to leave the Reef Dry $\frac{1}{2}$ a mile or more and
we had no alternative but pass the night or run a great risk of staving the
Boats. In the morning I found thousands of Boatswain Birds on their nests
and contented myself by taking the Scarlet Red-Feathers from their tails
as they sat. A species of small Rat was also very numerous, who were
very busy on the reefs picking up what they could find. It was near Noo n
the following day we got away as the Tides rise and fall only once in the
24 hours. I observed the wreck of a large Canoe but no mark of the
Island having ever been inhabited. The Sea Slug, Bêche la Mer, and Clams
were abundant on the reefs and I procured some good specimens of Coral.

Sharks we could have killed in any quantity, they even ran ashore in pursuit of us, yet not one person was bitten by them although several were cut by their fins and tail. It would answer taking possession of ~~the~~ this place as a Depôt fins and Bêche le M^er. We now pursued our course for the Kings Mill Groupe, the first of which we reach'd by the 20 of June. Here I adopted the following plan, finding a strong current to the N.E. at Sundown I hauled close on a wind and worked to windward all night with a good look out to leeward. On the 22nd while working under the lee of an island almost level with the Sea, but some 20 miles in length, several ~~canoes~~ canoes came off bringing women, who were anxious to come on board. Their primitive costume made me anxious for a closer interview - it consisted of wet seaweed tied round the loins, the leaf hanging down to the knees: this form'd nature's fig leaf: the men wore a small ...?... I continued off and on until the next day when I understood some mother of pearl and turtleshell would come off to trade with, they however only brought a very small quantity, and in the afternoon several robberies were committed, one was the ...?... for the Compasses, in endeavouring to regain possession of which one of the unfortunate natives was shot. The following morning I was awoke about 3 a.m. by the Copper pounding over the Coral Reef, by instantaneous exertion in wearing Ship and crowding a press of canvas I carried the Ship over it without injury. On the Line we fell in with a Whale or two but these Shoal Whales were not like our Southern Fish, 8 or 10 barrels of Oil being all they would yield unless you got hold of an old Bull. In July we proceeded to Pleasant Island ...

Nantucket Enquirer 3.3.32:-

Capt. Worth [of the Rambler] also informs us , that on his homeward passage [c.1832] he fell in with a canoe having a company of natives on board, coming from the Mulgrave islands, which had been at sea three moons. They had left the island on account of its being over peopled, and were seeking some other land. They were in a state of extreme distress and starvation, they had buried ten of their number, three were dead on board, and two were dying. - The small supply of water with which they had left their home was exhausted, they had lost their sail, and having no paddle, were utterly helpless on the face of the deep. Capt. Worth took them on board his ship, revived and restored them to strength and health, and in the course of his passage landed them at the Ladrone Islands. Here they could obtain all the supplies and refreshments peculiar to these islands. We cannot but remark in this connection, that, if as in this case, a humane and judicious course of dealing with the natives were universally adopted, our ships would not be so much exposed to so much danger from the people of the Pacific Islands, as is apprehended from those with whom there is not much intercourse. These simple children of nature might be as easily won by kindness, as they are repelled by severity."

.....

These were the Gilbertese landed on Agrigan Island in the Bonins by Capt. Worth. They were from Abaiang and had evidently been driven to sea in a storm while endeavouring to cross ~~to~~ from Tarawa after a marauding party. See The Friend 1.9.46 IV:134; and Dec., 1847, VI:182. Also Stackpole, The Sea-Hunters, pp.370-2, and 441-2. Worth was evidently a sadistic brute,

despite his humane treatment of the Gilbertese castaways.

Jarman, Robert. "Journal of a Voyage to the South Seas in the 'Japan' employed in the Sperm Whale Fishery, under the command of Capt. John May". London, Longman and Co. and Charles Tilt, n.d. Preface dated 1838.

P.160 We were now bound for the Kingsmill Group of islands, which are situated between 177.17.E. and 173.30.E. longitude, and from 2.41.S. to 3.15.N. latitude, and consist of about fourteen in number.

P.163... and on the 27th, [June 27th, 1833] saw Duprester's Group, which have been but lately discovered; several canoes came off, with cocoanuts, which the natives traded for pieces of iron (p. 164) hoop, and fish-hooks. They were the first people I had seen who wore no covering whatever. They had no weapons with them, and were very free and unsuspecting; they held up in one hand cocoa-nuts, and the forefinger of the other was hooked in their mouth, exclaiming, "mattow, mattow," meaning fish-hooks. Their canoes were very ingeniously contrived, consisting of planks, sown together with small line made out of the stringy husk of the cocoa-nut and measuring about twelve feet in length by fourteen inches in breadth. It is astonishing to see in what

weather these poor unenlightened people will venture five or six miles from the land, in their light canoes, to obtain a few pieces of iron hoop, a fish-hook, or, the ultimatum of their riches, a knife.

These islands are very low, almost on a level with the sea; and their produce is very limited, consisting chiefly of cocoa-nuts, which with fish, form almost the only food of the inhabitants. Those we saw were above the common size of Europeans, copper coloured and well featured. (p. 165) Many of them had prominent or Roman noses, which, in these regions, I had never observed among any natives before.

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P.165 On July 3rd (1833), we made Chase's Island, or Tamana as it is called by the natives, situate in 2.28.S. and 176.20.E., being one of the (p. 166) southernmost of the Kingsmill Islands. The natives came off with cocoa-nuts, which they bartered for iron hoop. Their canoes were constructed in the same manner as at the island we left last. They were not such fine men as at Duprester's Group, and were remarkable for the enormous holes which they had stretched in their ears, wearing a short tube in them, made by rolling up the broad leaf of some plant. They

seemed very much at ease on board the ship, and favoured us with a specimen of their mode of dancing. They accompanied their steps with the voice, clapping their hands in a peculiar manner at the same time upon their breasts, keeping time, and gradually raising their voices to its greatest power, then gradually decreasing to the end of the dance.

One of them made us understand that he wished to go in the ship, to which the captain consented, as we were short of a hand. He went below until his countrymen departed. It seems they had formed a very favourable opinion of life on board the "kiboki" ship; for another (p. 167) ascended, and stationed himself upon the main top-gallant-yard; and the captain was obliged to send a hand aloft to fetch him down.

On the 11th we spoke the Toward Castle. She had met with but moderate success since we saw her off Tongataboo, on our passage to Sydney. We were in sight of land almost every day, and several sail appeared; but we had the fortune to see very few whales.

On the 10th, saw Simpson's and Dundas' Islands, the former is situate in 0.22.N., and 174.14.E., the latter in 0.8.N., and 173.45.E., the natives came off with cocoa-nuts and traded for iron hoop, as at the former islands. The man we brought from Tamana,

jumped over-board at this place, and went ashore in a canoe with the natives. It appears he was tired of a seafaring life; for he had a strong antipathy to any kind of work or exertion.

The captain having given him a pair of drawers, which he had torn a small hole in by accident; a day or two after, when we were all down in the boats after whales, leaving Tamana Jack, as we called him, on board with the ship keepers, (p. 168) he watched an opportunity, and with part of an old knife, cut a piece out of a new blanket to repair his drawers. The owner, when he returned on board, was not very well pleased with the appropriation of his blanket; and chastised him to prevent such occurrences in future.

These people, like most of the south sea islanders, are excellent divers; and will pick up a piece of iron hoop when thrown overboard, at a considerable distance from them.

The skin of most of the inhabitants of these islands is extremely rough and scaly, arising, I suppose, from the constant exposure to a tropical sun, and the poorness of their food; consisting of fish and cocoa-nuts.

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On the 6th of August, we perceived a vessel trying out oil, as we judged by the smoke, at a considerable distance to leeward, which afterwards proved to be the Juno, from Sydney. On the 9th we went on board in the captain's boat; her decks were loaded with live pigs, which they procured at one of the Navigators' islands, and (p. 170) fed upon cocoa-nuts. Our captain exchanged a musket for fourteen of them, that being the rate at which they had procured them. The meat was excellent, and lasted our ship's company a fortnight.

On the 20th, we were cruising off Chase's Island, called by the natives "Orrori", situate in 2.40.S., and 177.18.E., the natives, as usual, came alongside in their canoes, trading with cocoa-nuts, shells, etc., for small pieces of iron hoop. In one canoe was a woman, with her husband, the first we had seen among these people. The men, as I have before observed, wear no covering whatever, the woman had one ingeniously made of rushes; it was made fast round her waist, and reached nearly down to her knees; she wore no ornaments, nor any other covering of whatever description. If the females ashore are to be judged by the appearance of the one who came on board us, if not handsome, they are certainly interesting.

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P.171 The inhabitants, on most of these islands, are very friendly. I saw no weapons of any description among them; and yet they are in the lowest state of civilization.

Reney, William. "A narrative of the shipwreck of the 'Corsair'; in the month of January, 1835".

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P.3. Nikunau. About the 25th December, 1834, we sighted Byron's Island, one of the King's-mill group. The following day we approached near the shore, and were visited by several canoes, who supplied us with a quantity of cocoanuts.

The men are tall and well proportioned, with a ferocious countenance, nearly black, and quite naked. The island appears to abound in cocoa nuts, and a variety of fruits. We did not attempt a landing, owing to the barbarous disposition of the natives. At 4 p.m. we made sail from the island, and succeeded in procuring several whales.

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P.7. Tabiteuea (after the shipwreck). We immediately armed and manned our two boats, and proceeded towards a small sandy isle, distant about four miles from the small island, apparently without [8] vegetation. On our landing, we discovered about 25 to 30 natives; they appeared very shy, and rather alarmed at us, and retreated towards their huts. We made signs of friendship; I offered them some tobacco, which they accepted; I put a piece in my mouth, to convince them that it was not injurious; they imitated me by putting a piece in their mouths, but soon spat it out, being quite ignorant of the use of tobacco. We used our endeavours to convince them that we had no hostile intention. After their alarm at our appearance had somewhat subsided, they approached us, and evinced a friendly disposition.

The men appeared robust and well-proportioned, nearly black and quite naked; the small huts they inhabited were constructed of cocoa-nut branches,

[9] with a small entrance, sufficient for a man to creep in on his hands and knees.

(Captain Venables and a boat went to the mainland and later the natives came off in canoes to the islet).

[13] The canoes were now all landed on the beach, about 90 in number; some with two, others with three natives on board, each bearing a club or battle-axe.

(They were then attacked by the natives, about 200 in number, and were compelled to flee).

... several of the natives fell, and they began to retire, quite amazed at the effects of our musketry.

.....

[68] On our visit to Byron's island, one of the Kingsmail group, we were compelled to keep our ship reaching off and on the island [69]; we dare not attempt to land or cast anchor, owing to the barbarous disposition of the natives.

The natives from the island near the wreck of the Corsair who attacked our crew, appeared as if they had never beheld a white person; judging from the utter amazement and close examination of our persons, - they rubbed me down on all parts of my body previous to their attack. I am of opinion if a white person were to land in a state of nudity, the natives would not attack him, their [70] principle object being plunder

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From: Wilkes Expedition Report, vol.V.

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(1) Tabiteuea. April, 1841. Canoes came off to the ship "from all parts of the island". "When they came alongside, they made much clamour and many gesticulations, but refused to leave their canoes. After some enticing, one was ^{induced} to venture on board. They evidently comprehended that the vessel was of a different character from what they had been accustomed to see." ... "Their chief desire was to obtain tobacco, of which they seem to be extravagantly fond; it was their constant request, and whilst in their canoes alongside, or on deck, the cry was constantly 'tebake'. It was not begged as a gift" for they always made a return. Tobacco chewed - eaten. *Exchanges* articles of trade (pp.49, 51, 61).

"Their young girls were offered to be disposed of, by their fathers and brothers, alongside the ship, openly, and without concealment; and to drive a bargain for them, was one of their principal objects of their visits to the ship." "In the use of tobacco, they are truly disgusting, for they eat it and swallow it, with a zest and pleasure indescribable. Their whole mind seems bent upon obtaining this luxury, and consequently it will command their most valuable articles."

"Good whaling - ground exists in the vicinity, and our whalers are in the habit of cruising in this neighbourhood" ... necessity of keeping on guard against treachery. (Pp. 45-62).

(2) Monouti. No contact with natives. But Wilkes notes that "a daily contact is kept up between it and the Drummond Islanders". (p.63).

From; Wilkes Expedition Report, vol.V.

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- (3) Aranuka. "This island affords neither wood, water nor refreshments: from appearance, its inhabitants must be at times much stirted for food. They brought off nothing except a few cocoa-nuts; but the object of their errand was not to be misunderstood, for in each canoe there was a woman, which I think does not speak much in the praise of the whalers or other ships that frequent this cruising - ground." Natives gave several dances, each "finished with an outstretched hand, and an earnest cry of tebake". (Pp. 63-64).
- (4) Maiawa. No communication except with one canoe. (p.64).
- (5) Abemama. Boats communicated with natives but reported nothing relating to previous contacts with Europeans. (p. 65).
- (6) Kuria. John Kirby taken off the island. Stated he was a deserter from the English whale-ship "Admiral Cockburn" - had lived there since his arrival on the 11th February, 1838 (date of Hudson's visit 15th April, 1841). "The females that accompanied the canoes were the maro, and were thought to be better-looking than the others of the group; but their whole manner was in keeping with the purposes for which their fathers and brothers had brought them off." ... "During Kirby's residence on the island, several English, and one American whaler, had been off the island, on which occasions he had been employed as pilot and interpreter. The natives were constantly asking him, after their departure, why he 'did not fool the vessels and run them on shore, that they might plunder them'." One vessel

GILBERT ISLANDS: CONTACTS WITH EUROPEANS

1841

From: Wilkes Expedition Report, vol.V.

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left 2 pigs, 2 goats & a pair of Muscovy ducks but natives killed them and threw into sea for some superstitious reason.

Conduct of Capt. Leasonby, of the London whaler "Offle~~z~~" in abducting 6 Beru girls and dropping them on Kuria at the end of 1840 or early 1841: see note under "Whaling Vessels. Contact with".

Comment on errors made by chart makers important. (Pp.65-68).

(7) Tarawa. "Affords no supplies for vessels. Three canoes came off to the ship, two of which kept at a respectful distance, while the third approached with great caution. Some few pieces of iron hoops enticed the natives on board, but they brought nothing for trade, except half-a-dozen cocoa-nuts. They stated that they had never seen a vessel before. This may be true, but appeared somewhat incredible, when they are so near other islands which have had constant intercourse with shipping. They appeared entirely ignorant of the use tobacco, which it will be recollected the other natives coveted so much; and what seemed to confirm the belief in the truth of their assertion of the visits of ships, was the absence of females in the canoes, which had been with the natives of the other islands so prominent an article of barter. They seemed delighted with the pieces of old iron, and regarded junk-bottles with admiration." (Pp.68-69).

(8) Abaiang. Several canoes came out - stock of trade scanty - only one ugly woman in them - intercourse seems to have been largely confined to themselves though they had knowledge of Tarawa, Marakei, Butaritari and Makin.

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Tender got aground and natives endeavoured to take her. Refloated just in time. (Pp.69-71).

(9) Marakei. One canoe came alongside. Anxious to get old iron hoops - seemed uneasy and after obtaining presents made off with alacrity¹ (P71).

(10) Makin. Robert Wood taken off island. Arrived there 7 years before in the English whaling brig "Janie", of London, sailing from Sydney, which he left at his own wish. Had seen only one vessel during his period of residence. Women never offered for traffic.

References for background material:

- (1) Almy, Robert F. "J.N. Reynolds: A Brief Biography with Particular Reference to Poe and Symmes". The Colophon. N.s., no.2 (New York, Winter 1937), 227-245.
- (2) Peale, Titus R. "The South Sea Surveying and Exploring Expedition". American Historical Register (Philadelphia, 1874), III:244.
- (3) Haskell, Daniel C. "The United States Exploring Expedition, 1838-1842 and its Publications 1844-1874". New York, 1942.
- (4) Reynolds, J.N. "Address on the Subject of a Surveying and Exploring Expedition to the Pacific Ocean & South Seas". New York, 1836.
- (5) Cooley, Mary. "The Exploring Expedition in the Pacific". ~~pp~~ American Philosophical Society Proceedings, 82 (1940), 707-719.

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Willis, Charles, Narrative of the United States Exploring Expedition during the years 1838, 1839, 1840, 1841, 1842. ~~London~~ Vol. V. London, Wiley and Putnam, 1845.

The apparent murder of John Anderson, ~~at Utira on Tabiteued~~ a member of the crew of the USS Porpoise, of the U.S. Exploring Expedition, has often been cited ^{among Evidences as evidence of} the instability of the Tabiteueds: 'the women of the Pacific'. It is therefore quoted as the first of ~~many such instances~~ ^{other such instances} due to violence of 1-Kinkite customs ~~to~~ ^{to} tubus, together with the Galleters explanation ^{as to} why it ~~is~~ ^{is} happened - [Ed.]

a party from the Porpoise had been visiting the Utira, ^{where they} ~~and particularly~~ where they introduced a dance in the 'maeda iden' as they were assembling for the purpose of ~~celebrating~~ ... (etc., as on p. 56) ... on the ship.

on the morning of the 8th [April] ... etc., as on p. 57) ... (etc., as on p. 57) ... Anderson, was well understood.

Captain Hudson made up his mind ... (etc., as on p. 58) ... to protect them.

Having thus failed to ... (etc., as on p. 59) ... to pillage the living town (p. 60).

Log and private journal of Dr D. Parker Wilson, Ship's Surgeon,
on the second voyage of the South Sea whaler Gypsy. 23 October,
1839 - 19 March, 1843. MS in R.G.S., London.

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March 17, 1841. (At Ascension).

"We shipped here a native of the Kingsmill's Group, a young stout man, tatoood prettily all over the body: he wears a kilt of split plantain: this poor fellow was found in a canoe with three others alive, by a ship, to wⁱndward of Ascension, and were brought in here, in the last stages of exhaustion, four men and one woman survived out of 18! Thirteen lay dead in the bottom of the canoe! They had drifted all the way from the Kingsmill's Islands, a distance of 23^o! Eighteen souls, in a wretched fickle canoe, furnished with a few cocoa-nuts and bamboos of water, to travel near 2000 miles!"

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Log and private journal of Dr D. Parker Wilson, Ship's Surgeon, on the second voyage of the South Sea whaler Gypsy. 23 October, 1839 - 19 March, 1843. MS in R.G.S. Library, London.

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Dec. 12 1841. Light winds and fair weather: "hove to " during the night: at daylight Byron's Island in sight, bearing from S.E. to S.W.: steered around the North end: it is long, low, and narrow, scarcely above the surface of the sea, and densely wooded with cocoa-nut trees, shrubs, &c., presenting an entire surface of variagated verdure, refreshing and pleasing to the eyes from its vivid hues. Hauled aback the mainyard: a great number of canoes (made of split bamboo, sewed together) came off to us, most of them holding two men and a woman: (they used mat sails of triangular shape) some more. On reaching the ship, they made the canoe fast, and came on deck, the natives hauling the women out of the canoe or the water by the hair of their heads! They had cocoa-nuts; sharks'-teeth spears, neatly & ingeniously formed and constructed; coarse sponges; molasses or goola, made from sweet toddy, of a saccharine flavour, and of the consistency of honey; beads; shells; cinnet; mats of various patterns; war-dress; wrought human-hair; and last not least, the women were for barter. Tobacco alone was what they wanted - they evinced the strongest taste for it, both chewing & smoking - women, as well as men! The women wear a frail covering of split palm leaf, in form like a kilt or short petticoat, made fast just above the hips and extending down to the middle of the thighs, the men go entirely naked! Their skin is a yellowish brown or sienna-colour, with agreeable and well-formed features, with straight black hair, which they wear long and unconfined: their eyes are black and sparkling: the men are well-formed, tall and robust, notwithstanding they live almost entirely on vegetable food, as cocoa-nut,

loo-wallow, &c., & sometimes fish. The ship's deck was crowded with native men and women, busied trading with the sailors, for mats, goola, &c.

I was informed there are seven mobs or tribes on the Island, ruled over by Chiefs of their own choosing - but whose power is very trifling & scarcely acknowledged: there are priests whom they call too-pennies, held in much awe. Not many years ago these people were thorough savages, to approach whose shores were certain death! Now ten or twelve whites, Englishmen, I believe runaway sailors, reside among them, and even the Master of a ship, Captain Hammer of the "Sussex" Whaler, had been staying at a white man's house, ashore, for the benefit of his health, being affected with oedema of the liver attended with great emaciation and debility, consequences of too ...?... application to the bottle! - so report says.

One white man, stating himself to have the greatest influence with the natives, and who had been five years living upon the Island & is well acquainted with the language, came off in his canoe, bringing with him some bottles of Aguardente! He distils from fermented toddy, by means of a copper powder-magazine obtained from some ship: in this way are the poor, ignorant natives furnished with ardent spirit, which having once experienced its influence become ever after infatuated: as an example of its evil effects, at this time an Englishman is suffering severely from a drunken broil with some of the natives, who fiercely attacked with their sharks'-teeth spears, & mangled him in a horrible manner! Ardent spirit and tobacco, engrafted upon the simple habits, and primitive constitutions of these people, will speedily engender strife, disease, and death: moreover, to complete the sum of European blessings conferred on the natives of these Islands, that most loathsome and deadly disease - syphilis, is already rife among them, several of the crew being affected with

it and gonorrhoea! Such are the benefits conferred on the confiding heathen, who believes he sees in a white skin, a nature and intelligence superior to his own! These Aborigines, like those of the Sandwich Isls., will suffer a gradual extinction, until, there will scarcely be a solitary native left to bemoan the wretchedness of his condition; unless, as upon Wallis Island, they rise en masse, and decimate every white man & stranger among them.

These natives often war with each other, and fight with great ferocity: they have war-dresses made thick and compact to resist sharks' teeth spears (their chief weapon) which completely encloses them - cap-a-pie.

In their intercourse with Europeans they are friendly and well-disposed, but incorrigibly thievish: it is considered a token of amity when they bring off their women. They in common with the natives of Ascension, and I believe nearly all the South Sea Islands, destroy their female children, immediately they are born: or in young unmarried females, or those who have desire to preserve their beauty as long as possible, and there be few who do not; so soon as they are known to be pregnant, they have to undergo an operation performed by old women, which consists in kneading the abdomen with their knuckles, making violent pressure upon the uterus; and so adroitly is this done, as never to fail in its object. What at first resulted from necessity, is become a system, for it is known the population sometimes becomes inconveniently great, so as to require for the salvation of the many, the sacrifice of a few, hence it does happen, that entire families are doomed to leave the land of their birth, in a frail canoe, scantily furnished with water and food, to be driven they know not whither, at the entire mercy of sea and current, hoping to find some other and far-off land where they may live in plenty and ease! They have been picked up at sea by ships (as, I have before mentioned) with the dead lying on the bottom

of the canoe, & the living wholly helpless & nearly dead from privation and exposure!! It is hardly likely now, that ardent spirit, tobacco, and disease have got among them, such dilemmas will ever occur again, - death will obviate that!

Could it be possible to obtain a Census of Byron's Island for a few consecutive years, we should find an amazing decrease, annually progressive, as is found elsewhere, although favoured by Christianity & the presence of Missionaries.

Oct. 12. Fine clear weather and gentle winds: cruizing in sight of Byron's and Perew's Islands: at eleven they were respectively N.E. by E. and W.N.W.

Saw a barque (Sussex) to the N.N.W. "trying out". At 10.30 saw another barque (Grasshopper) manouvering after whales. Tacking off and on the islands: owing to the lowness of the land, the extensive reefs, and the strong currents, cruizing about these islands is attended with no inconsiderable danger, which however is not so great as otherwise it would, were it not that the wind blows here, almost with the constancy of a Trade-Wind, though always moderate. A knowledge of the set of the currents is indispensable, as they ^{vary} ~~are~~ at times and are not the same everywhere: calms are most likely to occur in the Evening.

Oct. 13. Fine clear weather and light wind: Stood close in to Byron's Island. Several canoes came off, to trade with us, bringing cocoa-nuts, &c. P.M. again, not far from the land, when several canoes came off. At 6h. spoke the Barque "Grasshopper" of London, Yates late Gardner, who died $\frac{1}{2}$ in Timor Straits, from the rupture of a blood vessel; the consequence, it is supposed, of excessive drinking; were out 22 months with 750 bbls. Sperm Oil. The Barque "Sussex" Hammer, is cruizing hereabouts.

Capt. Yates told us that seven Sydney vessels were dismasted or seriously damaged from a hurricane, while cruising about Salomon's Archipelago. Also that the "Lady Amhurst" and one other vessel are lost somewhere on the coast of Peru. He states the whales are very wild and shy.

Oct. 14. Light winds and fine weather: cruising about Byron and Perews Islands being mostly in sight: Saw the two ships: we are necessitated to carrying a press of canvas night and day to stem the current that runs at the average rate of 3 or 4 knots ~~to~~ to the Westward. Sunset, Perews Island bore W.N.W.

Oct. 15. Moderate breezes and fine weather: At 1 P.M. saw Perew's Island, bore towards it - lying N.W. of us. At 4h. several canoes came off: these natives are very suspicious - they will not permit a thing to leave their possession, until they have got the quid pro quo: they are less amiable and seem a shade darker in the hue of the skin, than those of Byron's Island.

Oct. 16. Light winds and fair agreeable weather: Perews Island to the N.E. At 9h. A.M. saw Drummond's Island, bearing S.S.W. Steer S.W. At 4h. P.M. several canoes came off: a great number forming a large fleet with their triangular mat-sails pushed off from the shore towards the ship, it being at the time nearly calm. Several of the canoes had women in them: they came alongside, and had for barter a few fowls, cocoa-nuts, mats, spears, &c., requiring tobacco in exchange.

The natives of this island are darker skinned - some two shades deeper than those of Byron's Island! they are an ill-looking, sour set; and are not near so friendly: but seem cautious, sinister and suspicious.

The Island is near 30 miles in length, formed altogether of low level land, densely covered with cocoa-nut trees, presenting one entire surface of

refreshing and shady foliage, under which, cooled by the shade it affords, are built their huts, which are said to be very clean and commodious.

From the South end of the Island runs a coral reef extending some two or three miles, it is called Nautilus Reef; upon which the "Corsair", a whaling barque from London, Capt. Venables, struck one moonlight night and went to pieces. They took to the boats: the Capt. in one landed on some sandbank off the mainland, when a number of natives flocked round and began pilfering, when the Capt. shot one after in vain remonstrating. They then rushed upon him and despatched him, but not until several of their number lay dead at his feet. The Mate and one or two more were seriously hurt but finally escaped, leaving the mutilated body of the Skipper in possession of the infuriated savages. After suffering great privation in open boats, they eventually got safe [sic], one landing on Ascension (Surgeon) another on Rota (2 mate Kennedy). Before abandoning the Ship they set fire to her in several places, that no part of the abandoned property should be had by the natives, to the prejudice of Europeans, as axes, lances, &c.

Oct. 17. Light variable winds and fine weather. No land in sight: steer W. by N.

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Oct. 21. Light breezes and fine. At 5h. 30m. saw Ocean Island, bearing S.W. steered towards it: "hove to" for the night, with the foreyard aback.

Oct. 22. Light winds and agreeable weather. Ocean Island to the westward, steering W.N.W. & passed within a league of it: observed a reef running off the S.W. end, upon which was placed a flag or signal staff. Saw smoke & huts, and likewise natives on the beach, but not a single canoe came off to us, which

is unusual, as they were known to crowd on board ships; perhaps some of them may have been caught in actio derelicto, as they are adroit thieves, and received punishment upon the champ de forfait. We passed on steering a zig-zag course, for Pleasant Island.

For the account of the Gypsy's visit

see in File 5.

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Oct. 24. The "Samuel Enderby" Capt. Lisle, has gone here full, several times, with Sperm Oil, obtained about the Kingsmills and Pleasant Islands; about the latter, large whales have often been seen.

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From: The Friend, Extra (March 25, 1844), pp.33-34.

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For the Friend.

VISIT TO HENDERVILLE'S AND WOODALL'S ISLANDS.

By L.A. Baker, M.D., Physician to an Eng. Whale Ship.

14th May, 1842. - This morning at daylight two islands were in sight, viz: Henderville's and Woodall's. The first is in latitude $0^{\circ} 6' N.$, and longitude $173^{\circ} 47' E.$, and the latter is only eight or ten miles distant from it in a westerly direction. We ran in under the lee of Handerville's Island, which is of considerable extent, and lies in the form of a horse-shoe, with the convex side to the N.E., or to windward, and the circular sweep to leeward forms a wide bay entirely sheltered from the prevailing winds, but it did not appear to have much depth of water. Woodall's island lays in front of this bay, and seen from here appears much smaller and more circular in its form, it added materially to the beauty of the scene, which, altogether, presented a very picturesque appearance, as viewed from the ship. And the great number of houses observable through the trees, both detached and grouped together in villages, evidently showed that the place was inhabited by a very numerous population; with some of whom we quickly formed an acquaintance.

At first the canoes showed a degree of shyness in approaching the vessel, very different from those of the more frequented islands to the southward, and having disposed of their cocoa-nuts soon left us; but confidence was not long in being established, and in the course of the day I counted as many as twenty-three large canoes under sail, and keeping way with the vessel, as we tacked to and fro across the bay. Each

From: The Friend, Extra (March 25, 1844), pp.33-34.

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cance carried from six to twelve persons, at least the half of whom had now come on board the ship.

Both sexes visited us, bringing with them large quantities of shells and cocoa-nuts, which were readily parted with, for the smallest piece of the "fragrant weed." The shyness of their manners would seem to indicate that these people are not so much accustomed to intercourse with strangers as those of many of the more southern islands: and what was more particularly remarkable, they did not bring off a single weapon of any description, and their persons were marked with but very few scars; two facts which seem to afford a tolerable cogent argument in favor of their peaceable disposition and their whole demeanor while on board the ship was perfectly agreeable to such a conclusion; nor would I feel the slightest hesitation in venturing ashore among them; although there does not appear to be any white men living here, which is rather a singular circumstance among the Polynesian islands. What a favorable position on which to commence a Mission, that should afterwards embrace the whole Kingsmille group, and thence gradually extend to the thousand islands of the north and west!

About twelve months after this period, I again visited these islands and held a more particular intercourse with Woodall's Island, the circumstances of which I find recorded in my journal as follows:

About 9 o'clock, a.m., canoes were seen as usual making towards us, and two hours of very agreeable intercourse with these friendly isalnders followed, and fully confirmed my former impressions as to their mild and peaceable disposition.

TWO VISITS TO KURIA AND ARANUKA, BY DR L.A. Baker

1842-1843

From: The Friend, Extra (March 25, 1844), pp.33-34.

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When we filled our sails to leave them, one young man, about seven-
teen or eighteen years of age, was very urgent with the captain to take
him along with us. His wishes were gratified; and when all the others
left the ship he remained behind. The parting between him and a young
girl whom we took to be his sister, was affecting on her part; she
manifesting much feeling on the occasion. She would willingly have ac-
companied him, could this have been permitted. No entreaties could in-
duce her to leave the ship and get into her canoe, and the youth being *still*
determined to go with us, she was at length obliged to be forcibly put
over the ship's side, the last canoe having now left us and the distance
between it and the vessel was rapidly increasing: still she clung to the
ship, using the most passionate appeals to an heart that was apparently
deaf to her entreaties. In the midst of her eloquence the mate loosed
her hand from its hold, and she dropped into the water. The vessel
had now got considerable way on her, and the poor girl rose to the surface
some yards astern. Her eyes were fixed upon the ship, which bore from her
the object of her affections, and bitter was the cry of disappointment
which she uttered, as her hopes were thus rudely dashed, and long as we
remained within bearing, her cries still followed us. But her affection
seemed entirely lost upon its object as he sat on our poop by the side
of the captain, and the only notice which her passionate grief elicited,
was a quiet smile with which he greeted her appearance upon the surface
of the water, after her unceremonious ejection from the vessel. We had
the satisfaction of seeing her safe into a canoe, before the increasing
distance hid her from our view. We now steered towards the adjoining

From: The Friend, Extra (March 25, 1844), pp.33-34.

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island, and found as we approached that its apparent circular form was deceptive, for it lengthened out in the direction of our course, forming like its larger neighbour a deep bend. We were lying to, under its lee, at a distance of about three miles, by one o'clock, when our tawny brethren boarded us from some twenty canoes, carrying from four to eleven individuals each. Among the rest, the chief was on board the ship, and very pressing in his solicitations to the captain to go on shore, an invitation which the latter transferred to me, having heard me express a wish to that effect; but conditionally, that I should go in a canoe, as he was not willing to venture a boat. I accepted the condition without hesitation, and first provided myself with a few heads of tobacco, and making the chief, who had a tolerable smattering of English, understand that I must return to the ship by sundown, I embarked along with himself, his son, and another native, in the canoe he had come off in. As soon as we were clear of the ship, they hoisted the sail, and I had now an opportunity of testing the power of the canoe, and the skill of the people, as it was blowing fresh, and we had to work directly in the wind's eye. We made only three tacks in reaching the land, but the continual sprays had completely drenched me through, long before we got there. On reaching the land, the chief took me by the hand, and led me through a crowd of curious and gazing natives, to his house, where he pointed to a seat on some mats. A crowd soon gathered round, and made me the subject of a very animated discussion, in which, as among more civilized people, the ladies were the principal talkers. Their remarks, whatever they might be,

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were at all events made in the most perfect good humor, their bright eyes flashing with pleasure, and their countenances being lit up with smiles. Those nearest me took my hand and examined it, and on unbuttoning my shirt sleeve, they turned it up and made their comments on my white skin with a degree of surprise I should not have expected them to manifest, as from their possessing a few words of English, it was evident I was not the first white man they had seen, though I think it likely not many had been on shore here, and thus perhaps some of my new friends might not have seen an European before. My dress also was the object of a strict and searching scrutiny, the shoes appearing to excite the greatest share of surprize and admiration. I took one of them off, and gave it to one of my nearest neighbours, who passed it among the rest, and in a few minutes it was returned to my foot. When I thought I had sufficiently satisfied their curiosity in these respects, I rose to satisfy my own by a walk more inland. I found the houses very numerous, but they consist of a roof only having no side-walls, but merely the posts which support the roof, which is elevated at its lower edge about three and a half or four feet only from the ground; but they were not nearly equal to the houses of many other islands which I have visited. The refinement of separate apartments for the different members of a family is unknown, all appearing to occupy one common domicile, which was ^a raised floor attached to the edge of the roof. In the course of my walk I met with some plants of the gigantic taro, growing in deep pits, which had been sunk for that purpose. I was informed that they had a great plenty of this excellent vegetable on the island, but I saw only this one patch, for the people were very urgent for

From: The Friend, Extra (March 25, 1844), pp.33-34.

.....

me to return to the house, which was accounted for on arriving there, by finding a dinner prepared for me, which I would willingly have dispersed with, for the pleasure of a longer walk. But so much kindness demanded that I should at least appear pleased, and I sat down to partake, but having already partaken of one dinner on board the ship, I was indisposed to do justice to another; perceiving which, the natives, with the truest politeness, forbore to press it on me, after having partaken of a little. Portions were then handed round to the rest of the party, at which I assisted, and made rapid progress in the good graces of the gentler sex by the simple expedient of feeding with my own hand a little child about two years old, as it lay in its mother's arms at my side.

After dinner I requested of the chief that he would get me some coconuts for the ship, and a quantity, (six hundred and seventy five,) were soon collected, and together with two or three fowls and a few mats, were placed in a large canoe, ready to be carried off to the ship. As I had made no stipulation for the price, the mate, who acted as trading-master on this occasion, gave them, when brought to the ship, one pound of tobacco and one clasp knife for the whole lot; certainly little enough, but with which they appeared to be well contented. It was dark when we reached the ship, and I took the chief and his son down into the cabin and gave them some supper. Our meat they did not appear to relish much, but the bread was pronounced good. After supper I made the father a present of a shirt and some tobacco, and the son a clasp-knife and a smaller allowance of tobacco, with which they were well pleased. The captain also, with a view to benefit both the islanders themselves and also future navig-

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.....

ators, presented them with two couple of young pigs, from which to procure a future stock, which I have no doubt will do well. He further gave them some seeds of pumpkins, beans and Indian corn, with a couple of roots of sweet potatoes, which had already sprouted, and were in a fit state for planting, endeavoring by signs to make them comprehend their use; but from the poor and sandy nature of the soil, I have little hope of their succeeding with any of them except the pumpkin.

At the captain's request I made a written statement of our visit, and the friendly character of the natives, presenting it to the chief with directions to bring it on board the next ship visiting the island. The object of this is to form the commencement of a shipping list, the master of every ship touching here being requested to set down the name of his ship, the port to which she belongs, and her success, &c, &c,; so making it the medium of a short communication with one another. A paper of this kind has been some time established at Byron's Island, which is not far distant.

As soon as our friends had left us we made sail to the westward. We took with us one native also from this island, and refused very many applications from others who were so earnest to come with us that we were almost obliged to use force to get them out of the ship. Our two new shipmates, though their islands are so near together, and the language is the same as far as I could learn, associated very little together for some days and one of them (from Henderville's Island) appeared to regret the step which he had taken, now that it was too late, and retraction impossible.

GILBERT ISLANDS - SHIPPING

1843-1881

Chronological List of References to Visits by
Ships to the Gilbert and Ellice Islands

Follow on here

Filbert and Ellice Islands

Chronological List of References, 1818-1879

Additions

? 1843, 22 Sept. Tuscaloosa, American ship, from South Sea fishery, Capt. Taber, left New Bedford 15 July 1840., with 1700 barrels sperm oil and 30 barrels coconut oil. She had touched at New Hebrides Aug. 31, 1843, but did not report any vessels seen. She sailed on 2 Dec. 1843 for the South Sea fishery, with 1250 barrels sperm oil and 30 barrels coconut oil. Passenger, Mr. Barnard.

1843, 25 Oct., Sultana, schooner, from Navigators' Islands 27 Sept. 1843, Capt. Robert Scott, lading 38 tons coconut oil. Campbell & Co., agents. Passengers from Tahiti; - Mr. & Mrs. Cummings and daughter, Messrs Bicknell, Eward, Mrs. Scott and daughter, Mr. Lewis, Mr. Harris, and two in steerage.

1844 Jan. 9 Tuscaloosa, with 1250 barrels sperm and 30 barrels coconut oil.

1846? Columbus, American whaler, cast away
on Sydenham Island, crew saved, cargo of
black oil lost (1400 barrels).
(Shipping Gazette, 7 Nov. 1846, p. 307, col. 1).
(cf. Columbia in Chronological List).

Columbia, American whale ship, lost on
an island near the Kingsmill Group,
Kielley, master, sailed from U.S. June 18,
1844. (Friend, Aug. 15, 1846, p. 125).
" " " (Sept. 1, 1846, p. 135).

Master's name given as Kelly, from New
London, wrecked 6 Jan. on Sydenham's
Island, 2700 barrels on board.
(Friend, Dec. 1, 1846, p. 180/1). Sketch of
Sydenham's Island and inhabitants; Ross
of the American whale ship Columbia.

1847 Dec. 7, Martha, American ship, reported
that on 26 Oct. 1846, had heard at
Kingsmill group of the Potomas,
22 months from Nantucket:

1847 Rebecca, whaler, sailed from Sydney,
31 Aug. 1846, returned 17 Aug. 1848.
Capt. Macdonald, 800 barrels sperm oil,
Boyd & Co.

Shipping Gazette, 16 Oct. 1847 has her
reported on 25 July 1847 at the Kingsmill
group, with 500 barrels sperm oil. There
is no record of this call in the ms.

Shipping List - the only port of call
named is Port Stephens.

- 1848 Triton, American whaler, Captain and 13 of crew murdered at Mulgrave Island, one of the Kingmill Group, in late January. (Shipping Gazette, 13 May 1848)
Further account on 27 May 1848. Captain was rescued - attack was at Sydenham's Island.
Further account on 8 July 1848.
- 1848 Genii. See separately under Genii.

1849. Capt. Hussey of ship Ranter of Van-tucket, shoots mutinous member of crew, on June 1, 1849, while cruising in the vicinity of the King's Mill group of islands.
(Friend, June 1, 1850, p. 45).

1851 English whaler, Ranger, reports on 10 Jan. that she 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.

1852 Ontario, whaler, 370 tons, from Honolulu, 1
Dec. 1851, for a cruise on the line for sperm oil,
was wrecked on 24 Jan. 1852, on a reef at
Pitt's Island, one of the King's Mill Group.

The Br. schooner Supply took off a part of the
crew and landed them at Sydney, receiving
in payment about 500 bbls of oil from
the wreck. (Friend, Oct. 19, 1852, p. 63)

1853 - Supply reports a person named Joseph Budley, residing on Tarawa, had been killed by the natives. (S.M. Herald, 16 Apr. 1853).

Robert Towns to Robt. Brooks, 5 Aug. 1853.

"I wrote you for some trade some months since - you ought to have received the order before this - pray send the goods out as soon as possible as I am much in want of it. I am turning my attention to Coconut Oil - I have just received my first catch by the "Black Dog", about 30 tons, which I will send you.

I have also the "Louisa" from the Islands with 150 tons of sandalwood, also by the former some Beech-la-Mer - these voyages require trade and our markets are very bare of such articles." [Black Dog" arrived 26 July from Kingmill Group
30 June Passengers Captain Proctor and Thomas Hughes].

Towns letter Brooks - Brooks, 14, 1849/59 - Uncat
Ms., set 307, item 69.)

Robert Towns to Robt. Brooks, 23 Aug. 1853.

"I am shipping you a quantity of Coconut Oil on the "Ellen Baird". I must turn my attention more particularly to this trade if I cannot get our whalers manned. I hope you are keeping in view shipments of the Island trade I ordered some months back, as we are now at a loss for such articles as Tomahawks and the various descriptions ordered".

Robt. Towns letter Brooks - Brooks, 14, 1849/59 - Uncat.
Ms., set 307, item 69.)

1853

Black Dog, schooner, 120 tons, Capt.

McDonald, arrived 26 July, from Kingmill Group June 30. Passengers Captain Proctor and Thomas Hughes. 40 tons coconut oil, 90 piculs beche-le-mer.

"The Black Dog has been away about six months, cruising amongst the Islands for cocoa nut oil and beche-le-mer.

(Shipping Gazette, 30 July 1853)

Robert Towns to Robt. Brooks, 16 Sept. 1853 -

"I beg to hand you annexed Invoice of Coconut Oil shipped on "Helen Baird," which vessel I trust will sail in all this month. I will draw against this oil as we lose nothing by doing so - you will please exercise your own judgment and discretion in disposal of this shipment. I am going more largely into this trade if I find it will pay - and will be glad to have any hints you can give me with regard to the article."

Towns letter Books - Brooks, 14, 1849/59 -
Uncat. Mss., set 307, item 69)

Robert Towns to Robt. Brooks, 18 May 1854

"My Island Trade is always desirable, altho' I am not doing much in trade just now, I am more anxious to have Cocoa Nut Oil stations."

(Towns letter Books - Brooks, 14, 1849/59 - - -)

1855 John, American whale ship, of New Bedford, captured at Rotsche's Island (Tamana of the Gilberts).

(Shipping Gazette, 16 July 1855, p. 161, col. 3).

See photograph.

trans. two
sheets on

Robert Towns to Robt. Brooks, 25 May 1854

"I have a few casks, about 7 tons, Cocoa Nut oil to be shipped in the "Sharon." The "Louisa" has arrived a complete failure in the Cocoa Nut Oil take, but I attribute the failure to bad management. I am determined to stick to this trade, I think it can be extended to any amount with proper management."

Towns letter Books - Brooks, 14, 1849/59 - - -)

Robert Towns to Robt. Brooks, 26 June 1854

"I must stick to Cocoa Nut Oil"

Towns letter Books - Brooks, 14, 1849-59 - - -)

Robert Towns to Robt. Brooks, 15 Aug. 1854.

"I have been very much engaged lately in most unpleasant business as you will note in our papers, in the Criminal trials in the case of the "Black Dog".

Towns letter Books - Brooks, 14, 1849-59 - - -)

Robert Towns to Robt. Brooks, 6 Oct. 1854.

"The Governor" - I will either fit her again or buy the man another vessel - he is willing to go again and I have a good opinion of him and his party, but I have great difficulty in keeping good men. I have a sweep of a neighbour a Capt. Smith formerly of Fotheringham bringing up now supported by Flower Salting & Co. This fellow sticks at nothing -

he had sneaked away three of my best men and without good men it is useless sending ships whaling."

Towns Letter Books - Brooks, 14, 1849-59 -

Robert Towns to Robt. Brooks, 29 May 1855

"I begin to feel anxious about two of my Island traders, the "Black Dog" and the "Bertha". They are both after Cocoa Nut Oil and have now been out 9 months and not heard of for a long time - they are both insured - they ought to have been in with full cargoes two months since".

Towns Letter Books - Brooks, 14, 1849/59 -

Robert Towns to Robt. Brooks, 12 July 1855

"I am sorry the "Black Dog" did not arrive in time to enable me to ship her Oil, about 30 tons Cocoa Nut by this vessel ("Hlandale").

Towns Letter Books - Brooks, 14, 1849/59 -

["Black Dog" arrived 8 July, Capt. Bowler, from Rotuma 31 May - 33 tons Coconut Oil, 70 lbs. tortoiseshell, 25 tons sandalwood, 3000 yams.]

John, American whale ship, bring in from two sheets earlier.

1855 Star, Capt. Fairclough, arrived 4 Jan.
4 Jan. from S. S. Islands 29 Nov. Cargo 88 tons
coconut oil. Reports having seen the Bertha
with 3 tons coconut oil on the equator
25 Nov. Schooner Black Dog at the Kingsmill
group 25 Nov. (Sly, 8 Jan. 1855, p. 260).

1855 Spec, brig, Capt. Spurling, which arrived from
12 Feb. the South Sea Islands on 12 Feb. reports having
spoken on 23 Dec. the barque Belle, Captain
Handy, off Pitt Island, 23 months out, with
800 barrels oil on board; also on the Equator
the American ship Othello, 7 months out,
with 350 barrels oil. Captain Spurling
reports having gone ashore on Cassell's Group
for the purpose of trading for coconut oil.
As soon as he landed from his boat he was
attacked by the natives who took two muskets
from him, but he fortunately escaped to his
boat and got on board his vessel."
(Sly, 19 Feb. 1855, p. 41, col. 2-3).

Spec's cargo: 5 tons sperm oil, 12 tons
coconut oil. Agent - Capt. Smith.

Spec, brig, wrecked, property of Capt.
Smith, and uninsured. (Sly, 30 Apr. 1855,
p. 87, col. 2.)

1855 Ann Mary, schooner, 65 tons, Capt. Thos. Stammers, arr. from S. S. Islands, 18 June 1855, from Rotumah, 5 April, 4 cabin & 3 steerage passengers, James Merriman, agent, 40 tuns cocoanut oil, 2000 cocoanuts.

"The Ann Mary has been absent 7 months from this port, during which time she has been trading among the South Sea Islands." In July Merriman is listed as owner of brig Fortune and agent for Duke of Wellington.

1856 Duke of Wellington, schooner, Capt. Stammers, arr. (from Rotumah 20 Feb.) on 9 Mar, 1856, 40 tuns cocoanut oil, order. Merriman & Stuart, agents. (Sy. 10 Mar. 1856.)

" " " " arrived 1 Dec. 1856, from Rotumah 9 Nov. Passengers: Messrs. T. Osborne, W. Nicholson, J. Merriman agent. 30 tuns cocoanut oil, 1000 cocoanuts.

Vernon, whaling brig, Capt. Spurling, arrived 15 March. Touched at Howe's Island, and reports the death of George Campbell at that place on the 9th inst. He was for many years a resident among the islands of the Kingmill Group, and well known by masters of vessels trading to the South Sea Islands.

1857

Souvenir, schooner, Capt. Bee, arrived 29
~~August~~ Nov. From S. S. Islands, ~~29th Oct.~~ Capt. Smith,
agent. 80 tons coconut oil.

The Souvenir is last from Pitts Island whence
she sailed on 28 Oct. She reports the Almeida
schooner, as lying there." (Cly., Dec. 1857, p. 265).

1860

Cheetah, schooner, Capt. Sutton, from
Rohumah, arr. 7 Apr, 1860. C. Smith agent.
45 tons pearl shell, 14 tuns cocoanut oil, 8
tons limejuice, 32 bags arrowroot, C. Smith;
62 cases brandy, 65 casks beer, by A. Lloyd & Co.

1873

Rohimahi, barque, 286 tons, owned by Messrs. McDonald & Smith, of Sydney, has been lost at the Fijian Group. She had on board a valuable cargo of island produce. All hands were saved, but the circumstances under which the wreck occurred are not to hand. The vessel is insured in the General Insurance office for £2000. (Sydney Mail, 6 Dec. 1873, p. 726.)

Lost at Vatua Island. Robertson master and part owner. Left Sydney in July for a trading cruise to the S. S. Islands. Sailed for Fiji on Oct. 20. Part of the crew reached Lakeba, leaving others at Vatua. Cargo was about 80 tons copra, 20 tons of oil, a few bales of fungus, and 3000 coconuts. She was bound for Kadaou, whence she was to sail for Sydney. (Sydney Mail, 13 Dec. 1873, p. 767.)

1874 E.K. Bateson, brig, 160 tons, arrived from Rotumah, 4 June 1874. McDonald, Smith & Co., agents.

1874 Extracts from letter of Commander Dupuis, 31 Oct. 1874. See photostat from Sydney Mail, 27 Mar. 1875, p. 399.

1875 E.K. Bateson arrived 14 Dec. from Cook's Bay Islands, Capt. Every. R. Towns agent. Passengers: Mrs. Glover and 2 children; Miss Murdock and servant.

E.K. Bateson, Capt. Every, from the Kingmill Group, arrived 28 May 1875. Passengers: Mr. & Mrs. Morris. R. Towns & Co. agent.

1876 E.K. Bateson left Nukufutae for Rotuma on 13 Aug. 1876. On 16th commenced leaking very heavily. After some hours useless work at the pumps, crew left the ship and arrived next day off Rotuma. Ten days later Capt. Daley gave them a passage to Sydney. The brig had on board 56 tons of coconut oil and 45 tons of copra. She was owned by Captain Every and was insured in the Australian General.

1881, 29 July. H. M. S. Emerald arrived from S. S. Islands. Had sailed on 20 April, with orders to visit several islands not visited by an English man-of-war for several years. From Suva she went to the Ellice Group, and found everything quiet at Mevi, ~~lynx~~ and St. Augustine Islands. From thence went to the Gilbert Group, and fixed the position of Rotcher Island, which was marked "doubtful" on the chart. A German trader, to whom the natives of Maiana were showing hostility, was removed from Maiana to Apiang. Called at Taritari, or Touching Island, and finding the natives quiet went to Musgrave Island in the Marshall's Group, arriving there on June 8; touched also at Caroline and Panofill Islands." (Sydney Mail, 30 July 1881, p. 214).

1881, 24 Dec. The George Noble, schooner, 253 tons, Capt. Evers, arrived from Makin Island No. 15. Passengers: - Messrs. Beck, Oaldag, 2 Chinese, 1 native. J. Williams, agent. 158 tons copra, 3 tons Shark fins. Order.

- (1) Baker, L.A. "Visit to Henderville's and Woodall's Islands". The Friend, extra, (March 25, 1844), pp.33-34.

Visit to Aranuka in 1842 and Kuria in 1843; experiences ashore; barter; whaling post office on Nikunau and attempt to establish one on Kuria.

- (2) The Friend 1.11.44, p.104. Donation for Temperance (or printing the Friend): "Dr. Baker, English whale ship James Stewart, \$3".

- (3) James Stewart had not been at Sydney previously, but arrived at Sydney 9.2.47, having left New Brunswick 13.9.45.

- (4) The Friend 15.3.45, p.43 has "Scraps from my journal, by an English surgeon on board an American shale ship, 4th July 1843".

- (5) The Friend 1.5.45, p.67: "Strong's Island", by Dr. L.A. Baker, London, Eng., dated Feb.23, 1844.

A number of men residing there desired to be taken off; the natives had of late often threatened their lives; they were given a passage to the Island of Ascension.

- (6) The Friend 15.12.45, pp.185-7, has "The Ventriloquist": a sea tale; by Dr. Baker, surgeon.

"The Wanderer", a manuscript weekly newspaper, published some two or three years since, on board the American whale ship California. The editor, Dr. Baker, was a passenger on board, and employed some of his leisure moments in getting up this paper for the amusement of the ship's company. Five numbers have fallen into our hands, and we copy the "Ventriloquist" for the perusal of our readers. It appeared in four numbers of the "Wanderer".

.....

Ben Boyd's first blackbirding venture in 1847 was by the "Velocity" and "Portania". They obtained over 40 natives from Mea, in the Loyalties, and then came on to Rotuma;

"The number proving insufficient, the vessels proceeded from Rotuma to the King's Hill Islands (a group lying under the equator), in order to complete their cargo. The voyage turning out unsuccessful, they returned to Rotuma..."

The Colonial Intelligencer; or, Aborigine's Friend. Vol II,
Nos. VII & VIII, new series (Nov & Dec, 1848), pp 117 & 119.

Report of the Attorney General's investigation in Sydney into the activities of Benjamin Boyd, associated with the introduction of native labour into N.S.W. CO 201/386, f.90 - CO 201/387, f.375.

.....

Evidence of George Lancaster, Master of the Portenia, 14 & 15.10.47.

273 "We went from Rottomah on the 18th July [1847] to De Pieters Group ... We got no natives there, we bought pigs from them, for Tomahawks."

Ships then went to Hope Island - "There was no anchorage but Natives came to us off and on. We got 5 from there - one of the Rottomah men interpreted - and they consented to come for five years". Then to Byrons Island: "I do not know whether Captain Kirsopp [of the Velocity] got any natives at the Islands I have mentioned - We did not land at Byrons Island nor get any Natives there - We kept on for Perrots Island ... We went on shore the next day Captain Kirsopp and myself, but got no Natives - We made for "Rotch's Island" on the same day. The Boats were sent on Shore to get Natives - I got none but I believe Captain Kirsopp did - We then went to Egg Island - we were five days going - We stood on and off and landed with the Boats there being no anchorage - We found the Natives there never saw white people before and we did not think they would suit us and we left - This was the farthest we went to the Northward - We then steered for Achilles Island - but we could

274 not fetch it, and we went to Rottomah ... We remained there six days - It was on this occasion that 4 men left us - We got no more men there."

275 "I landed 18 "Tanna" men and 8 "Anatam" Men and 6 "Rotch's Island" men, and took them up to Parramatta by the Steamer and from there to Bungarrabee. They were there only two days, I saw them the night before last at Mr. Boyds Kitchen - none of us understood their language, but one of them made me understand they wanted to go down to the ship again and I took them down and they are there now. I do not know what is to be done with them - I am going to take 14 with me to make Sailors of them and the "Juno" will I dare say take 16 of them. I have no order about going back - I think I am going to the China Seas for tea and Sugar. They never had a ropes end applied to them - they were tractable and quiet, and very useful in working the ship.

I had printed agreements given me by Captain Kirsopp to fill them up according to the name of the parties and where I got them from - and the Interpreters name - The agreements of the "Lee Foo" men were interpreted

276 through the Native, Gollender. The "Tanna", "Anatam" and "Rotch's Island" Men I know nothing of their agreements - they were handed to me by Captain Kirsopp. It was ~~only~~ after mastering them, they signed their agreements for me. The only way the money part of the Agreement could be explained was by talking of Muskets and Powder, clothes and plenty to eat."

Evidence of Henry Walpole, 16.10.47.

- 277 "I went on board the "Portenia" on the late Voyage. I joined her on the 10th of May last - I lived in the Cabin and went for the purpose of learning Navigation."
- 278 "The Hold was open all night - They might come up and down as they pleased - One of them jumped overboard during the voyage about a fortnight before we got to Sydney. After we left "Lee Foo" [Lifu] we were not in sight of land at the time - This man belonged to Rotch's Island and was put on board the "Portenia" from the "Velocity" - He appeared to be insane - He got into the
- 279 Main chains [?] with a large piece of wood in his hands - I think it was part of a Wine Cask - I saw him after he got into the Water - He kept the piece of wood under his breasts to keep him up - We could not lower a boat, it was blowing too hard and a heavy sea running - He was an old man I would say about 50 - None of the crew understood his language - There were 17 of his Countrymen on board from Rotch's Island - We could not understand from them why he threw himself overboard - I did not observe any symptoms of discontent amongst them at all ...".

Evidence of Edward Kirsopp, 20.10.47.

- 281 "It is about nine months since I first went down to the Islands to procure Natives for Mr. Boyd. During that period I have been twice down - I brought 65 on the first occasion in the Velocity - On the second occasion I had two Vessels under my order - the "Velocity" and "Portenia" - the former about 140 Tons burthen - the latter 220 ...".
- 282 "I engaged the Interpreter who knew all the Islands, at a certain sum (£20) to interpret fairly and honestly - Whether one man or 100 were got, he was
- 283 paid the same - He is now in Sydney - His name is Charles Bridges."

Evidence of William McKenzie, Esq., 12.11.47.

"I left Sydney on board the "Velocity" with Captain Kirsopp in May last, I merely went on the Voyage for my pleasure and as a matter of curiosity to see the Islands - I knew the object of Captain Kirsopp's voyage was to repeat the object of his previous voyage, which was to procure shepherds for Mr. Boyd - I saw how they were procured. The Captain informed the Natives through a Translator that he was desirous of procuring Laborers to go to Sydney. The Captain did not understand any of the languages of the Islands himself, but whenever he shipped Natives, he found Interpreters who were either Englishmen residing long on the Islands or Natives themselves who ^{spoke} some English - This is as far as any personal observation went, which applied to every place Natives were procured from except the North Coast of Annatam, where I did not land -

It is a matter of opinion but I have no doubt they understood the object for which they were required to embark - I did not observe any discontent among them, on the contrary, the greatest satisfaction. "

285 Rottomah, De Piestres Group, Achilles Island, Egg Island, and the Kingmill [sic] Group are not Cannibal. All the Importations including the former voyage were from the Cannibal Islands except 17 who were shipped at Rotch's Island - one of the Kingmill Group."

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12. 22 recruits in all - Anoral 5, Tanara 17.

Islands visited: Nukufetau, Anoral, Nukunou, Benu, Tanara
and Niue. and Achilles [?]

Velocity 4 Anoral returns and 1 Nukunou return agreed to go but later changed their minds; at Benu get word as well [?] re use or not to the intended recruits. Transferred to Poturna sheepmen 17 obtained at Tanara

also from evidence in Poturna enquiry in 1848 - see in F058/66,
ff 110-151. 1 line photostat.

At Water Police Office, Sydney, Joseph Kendall, of the whaling brig Genii, of the port of Sydney, was charged on the information of Thomas Holliwell, of Sydney, tailor, with having committed a breach of the Act of Parliament for regulating Merchant Seamen, by wilfully and wrongfully leaving behind on an island in the South Seas called Simpson's Island, an ordinary seaman of the vessel named Walter Holliwell, the son of the complainant. Left Port Jackson 9 April last; about two months after she was out she touched at Simpson's Island, where Holliwell, who had on two previous occasions endeavoured to make his escape, was discharged by the captain and left on the island. Defendant was committed for trial.

Sydney Morning Herald, 13 January, 1849.

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GILBERT ISLANDS

(General)

1850 - 1859

Excerpt from the MS day-book-journal, vol.7, p.556, of Dr. R.B. Lyth
(the Fiji Missionary) - in Mitchell (B539)

"King's Mill Group in Lat. 1°S 177 W.

There are 16 islands and perhaps 16,000 inhabitants.

Maiana - The island that Tekomoimoi was brought from. The group
is much visited by whalers - and much corrupted by them. Alas
no one careth for their souls. Women are taken on board for
tobacco in numbers. The people live chiefly on fish and cocoanuts,
but they have also plenty of breadfruit olejis (sic.)"

Date of this entry between 11.8.50 and 31.12.51.

"The English whaler Ranger reports on 10th January spoke the U.S. ship Herald, off the King's Mill Group, trading for cocoanut 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 Upolu¹ 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].

¹The 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.

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See also following page

The Samoan Reporter, no.13 (July, 1851).

See also previous page

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"MASSACRE AT THE KING'S-MILL GROUPE.

In January last, seven foreigners and two Sandwich Islanders were murdered on Simpson's Island, one of the King's-mill Groupe. Of late, many whalers have been accustomed to call at ~~the island~~ that island, to purchase cocoanut-oil. In consequence of this, several seamen have left their vessels and remained on the island, for the purpose of procuring oil from the natives to sell to vessels calling there to obtain that article. On the 31st of December, 1850, Capt. C.T. Terry, commanding the American whale-ship "Herald" of Fairhaven, left with certain foreign residents, a considerable quantity of tobacco, with which to purchase cocoanut-oil, and about eleven tons of casks, in which to put the oil. On the 25th of February last, Capt. Terry returned, to take on board his oil, but found all the foreign residents had, during his absence, been murdered.

It appears, that the natives were tempted to this diabolical act in order to possess themselves of the tobacco and casks.

G. P."

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Shipping Gazette 1851, p.351.

"VESSELS REPORTED BY THE PIANET. - The schooner Ariel (tender to the late Mr. Boyd's schooner Wanderer) was at Clarke's Island on the 15th, and Drummond's Island on the 19th August. The whaling barque Star, was at Simpson's Island on the 15th July, with 250 barrels sperm oil; same island, on 8th July, Alpha, barque, with 160 barrels sperm oil. Brig Margaret, at Woodall Island, on the 5th August, clean, reported the Lucy Ann, barque, off the Navigators, clean, on the 7th June. Lion, U.S. whaling ship, 25th August, out 20 months, with 400 barrels, and the Phocian, U.S. whaler, out 22 months, with 1000 barrels oil. Simpson's Island, August 20, Woodlark, barque, Kendall, out 5 months, with 220 barrels sperm oil. The schooner Chieftain was collecting oil on the Kingsmill Group. The barque Juno, Captain Orr, was at Pitt's Island on the 5th, and sailed on the 9th, not being able to procure any oil. On most of the Kingsmill Group the cocoanuts were very scarce, consequently very little oil could be obtained, and the natives are almost in a state of starvation - the coconut trees being tabooed, the source of their chief fare. The Pianet during her cruise visited the annexed islands - Tongataboo, Horn Island, Mitchell's Group, Achilles and Sherson Islands, Hope, Roach, Clarke, Byron, Perout, Drummond, Sydenham, Simpson, Woodall, Hall, Merrikee, Muggin, and Pitt's Islands."

Shipping Gazette and Sydney General Trade List

- December 6, 1851, p. 351.

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American Board of Commissioners for Foreign Missions

Micronesia Mission Papers ABC:19.4, vols.1-13, parts of 14 through 17,
1852-1907 (exclusive of the letters of Mr and Mrs Thomas Gray).

.....

Reel G 575/1

Contents

Letters from missionaries to the Rev. G.N. Clark [Rev. Nathaniel G. Clark,
Corresponding Secretary of the American Board from 1865 to 1894], 1872-1880.

Colcord - Taylor, Horace J. (1878).

Ends with Taylor's letter of 28.12.78 (369).

Contains a few letters addressed to others but forwarded to Clark.

.....

Alphabetical List of Writers:-

Colcord, Capt. A.D.	Pease, Mrs Hattie A.
Cranath, Rev. E.M.	Pogue, Rev. J.F. "Leleo".
Doane, Rev. E.T.	Rand, Rev. F.E.
Doane, Miss Clara.	Snow, Rev. B.G.
Edwards, Mrs Julia B.	Snow, Mrs Lydia V.
Garland, Mr G.F.	Stanyenwall, Dr H.
Judd, Miss Betsey (In Memoriam).	Sturgis, Rev. A.A.
Leleo.	"The Missionary Problem".
Logan, Rev. R.W.	Sturgis, Mrs Susan M.
Logan, Mrs Mary E.	Native Settlers.
Patterson, Dr R.J.	Taylor, Rev. H.J.
Pease, Dr E.M.	

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American Board of Commissioners for Foreign Missions

Reel G 575/2

Contents

Letters from missionaries to the Rev. G.N. Clark [Rev. Nathaniel G. Clark, Corresponding Secretary of the American Board from 1865 to 1894], 1872-1880.

Bingham - Bray.

Commences with a List of Appropriations for Missions recommended by the Hawaiian Evangelical Association to the A.B.C.F.M.; a letter re Hemsheim and Co's mortgage over Kusaie; Commander Meade to Bingham, and other correspondence to Bingham.

Continues with Bingham's first letter to Clark, dated 15.1.72; followed by Bingham's correspondence, his last letter being dated 9.7.80.

Then follows letters by Mrs Clara Bingham; Lydia H. Bingham; Frederick Langham; Fiji (re Bingham); and Captain Bray (his last letter being dated 21.6.80).

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A Roving Printer, pp.249-250.

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[249] "The following day [11.10.1852] we spoke the "Susan" of Nantucket, Captain Smith. From this vessel we learned that during the past season a fearful tragedy had been enacted at the group. Twenty-five beachcombers residing on Henderville's and Woodell's Islands, which are separated by a channel of only a few miles, were murdered by the natives. It appears, from what we could learn, that they had some difficulty with the natives - attempting to do as they pleased - threatening to take the islands, etc. They had also succeeded in effecting a division among the natives, one party espousing their cause, the other opposed to them. Some of the more cunning, [250] however, saw through the whole plot, and called a private council of both parties. After much deliberation, it was resolved to put to death all the white men, which was accordingly done. This removed the cause of their quarrels, and they lived at peace again."

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Gulick, Addison. "Evolutionist and missionary. John Thomas Gulick portrayed through documents and discussion." Chicago, The University of Chicago Press, 1932. ✓

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J.T. Gulick was the son of Peter John Gulick, a Presbyterian who went to Princeton and in 1827, at the age of 30, became a missionary to Hawaii under the A.B.C.F.M. He was the third in a family of 7 boys and a girl. His mother was Fanny Hinckley Thomas Gulick (^{nee}~~see~~ Thomas) and the eldest child, J.T.'s brother, was Luther Halsey Gulick, who went in 1852 as a missionary to Ponape. J.T. accompanied him on the schooner Caroline, making the round voyage from Honolulu. J.T. later (1864) became a missionary in the Congregational mission to North China, under the auspices of the A.B.C.F.M., but is best known as a biological evolutionist. His scientific interest and outlook make his observations on Butaritari in 1852 the more valuable.

Gulick, L.H.: Journal of Voyage; dated 'Caroline' August, 1852, and addressed to Mrs Persis Taylor, Corresponding Secretary of the Sandwich Islands Mission Children's Society.

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"Spoke" Lord Nelson, London, Capt. Dobson ... "We were within a mile of the beach. Such groves of cocoanuts never before met our eyes. About a mile north of the point on the western shore were several long, low thatched houses, and from the middle of one of them, shaded by the trees, we saw a red flag flying. The whole was in an instant solved when the whaler announced through his trumpet, there was a British settlement at this port. It was the British flag on this lone island of the sea."

.....

Mr Durant is a resident on this island and ^{is} engaged with Mr Randell, who is living there also, in purchasing cocoanut oil, which they sell in the Sydney market. From Mr Durant we learned that everything was favorable for intercourse with the people in that there was not the least cause for alarm.

... The King had been dead about two weeks and his son, a lad of 14, had succeeded. He resided with his suite at Taritari town about 3 miles away.

Randell and Durant had lived on the island about 6 years. They were familiar with the Gilbertese language.

"An iron band that morning had given way on one of our masts and, strange to say, on this very verge of the known world we found a forge and a blacksmith ready to repair at reasonable rates."

On landing "20 or 30 naked islanders, men and boys, stood respectfully on the beach without ~~a~~ savage demonstrations of any

Gulick - Journal: 1852, cont'd.

kind. As we passed up among them, a few saluted us with a very intelligible 'good morning'." And a few shook hands with us quite in accordance with refined civility.

About 2 rods from the land-and-sea line we entered the yard of Messrs. Durant and Randell's premises. Just without the yard, a vessel of some 50 tons was on the stocks, being enlarged and repaired for island commerce, no insignificant token of the business between the islands, and of their rising activities.

Within the yard were two long buildings, 200 ft. each, placed so as to meet in a right angle. They were thatched with pandanus leaves, and the principal timber was pandanus. The cord was cocoanut fibre. In these several respects we found ~~the~~ this house a type for the materials of all others, save that many use cocoanut leaves for thatch. One of these houses was less neatly furnished than the other and was occupied with barrels of oil and various items of lumber etc among which was a large whale-boat for sale. The remaining building was used as a dwelling house; in one end of which Mr Randell himself resides, while the other portion is ~~occupied~~ occupied by several foreigners in Mr Randell's employ. We were now just upon the edge of the cocoanut groves. The yard itself was filled with the trees, and the house to some extent shaded by their long leaves. ... The surrounding wall enclosed but a small space, yet consisted of coral stones a great number of which formerly lay within the wall line ... so profusely are they scattered over this part of the island.

In Randell's house "cocoanut sap, drawn from the fruit stem, and sometimes degraded by the name of 'toddy', was first brought

Gulick - Journal: 1852, cont'd.

them. When fresh it was very pleasant. ... A hand organ played us a number of French airs.

.....

The cocoanut oil is their principal article of trade and the proceeds of this were noticed in almost every house. The meat is cut out of the shells and allowed to rot in the open-air in cocoanut leaf bags, through which the oil drips into receivers of shell ^{or} and wood.

Randell's home was at Ukiangang - described as a small town with a small maneaba.

Only one white woman had been ~~at~~ on Butaritari before.

.....

The King's house was neither distinguished by size nor quality. ... But it had in the centre a small platform ~~of~~ 5' X 3' X 1' high, on which mats were spread for the King to sit.

"In one part of the house were several chests merely fastened with cords, belonging to Mr Randell who was with us, and containing powder and shot - articles in great demand among the natives. These Mr Randell left there in perfect safety, which certainly speaks volumes for their honesty of honor - it can hardly be of principle."

.....

Tuesday August 10 - went to Makin, where Durant lived. He had preceded them there.

.....

"Though the foreigners with whom we had intercourse spoke of the savage nature of islanders further south than Taritari, the fact

Gulick - Journal: 1852, cont'd.

was sufficiently clear that they themselves visited the islands for purposes of trade, and that with impunity. And if mere traders may do this - surely messengers of Christ may?

It seems to me, therefore, that there is scarce anything very formidable to encounter in a residence of this group, but the possible opposition of foreigners and this will be aggravating rather than dangerous.

You will learn more from other sources that white missionaries can live comfortably though not luxuriantly on these islands. There seems then nothing among them to forbid our occupying this widened field of fifty thousand souls.

Your grateful missionary and
affectionate brother in Christ,

L. H. Gulick.

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The Friend 1.12.52 n.s. vol.1, no.11, p.84:-

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"Extract from a letter from Rev. L.H. Gulick to Rev. Mr. Damon, dated Micronesia, Missionary schooner Caroline.

We reached Tari Tari, of the King's Mill Group, Aug. 6th, 1852. Under the lee of the S.W. point of Tari Tari, we found good open anchorage. The natives are perfectly safe. Immediately on shore at this place, Mr. Randell lives under the protection of the British flag, which waves over his roof, just under the edge of the cocoanut-trees. - Cocoa-nuts may be procured here to any extent. Good water may also be found in Mr. Randell's well. He assured us it was perpetual, and could not be exhausted. He keeps on hand but a small supply of ship-stores, and yet a few may sometimes be procured of him. He has a forge and employs a blacksmith who performs work well and expeditiously. But little more can be said of the inducements Tari Tari offers to passing vessels. Already a number of vessels touch here, as I learned from the Pitts' Island Journal. I regret not having secured a shipping list from it for your paper. The Pitts' Island Journal was kept by Messrs. Randell and Durant.

For a day we lay off and on under the lee of Makin or "Muggin", as it is by the islanders pronounced. Mr. Durant lives here, and is one with Mr. Randell and a considerable firm for the purchase of cocoanut-oil. They collect ~~all from the islands~~ oil from all the islands of the group, and send it to the Sydney market. There is scarcely anything to be procured at Makin but cocoa-nuts."

.....

The Friend 1.12.52, cont'd.

We found there the ship Lord Nelson, of London, Capt. Dobson, laying off and on. - No oil.

I made the following interesting extract from the Pitt's Island Journal, kept by Messrs. Randell and Durant. "Tuesday, Jan. 13th, 1852. The Ontario, of New Bedford, Capt. Slocum, struck on the N. E. reef, at 11 p.m. Monday; she is now lying a complete wreck. She had 1,500 whale and 90 bbls. sperm on board; one and a half months from the Sandwich Islands." The circumstances of the wreck I learned to be as follows: She followed Norrie's chart, which places Makin N. W. of Tari Tari. Having made Makin that day, she purposed laying to under its lee until Tuesday morning, and stood to the South, supposing the coast clear. But as Makin lies N. E. from Tari Tari, the north reef of Tari Tari, as will be seen from Capt. Wilks's chart, lies precisely in the Ontario's course; she consequently struck. Several hundred bbls. of oil were saved, but much of it went to sea.

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Loss of the ship Ontario of New Bedford

(The Friend, 19 Oct. 1852, n.s. vol. 1 no. 8, p. 63)

By the arrival of the Hector, Capt. Smith, at this port, 10th inst. from the Pacific, the report of the loss of the whaler Ontario is confirmed, and, as was anticipated, it proves to be the vessel of that name belonging to this port. The Ontario sailed from Honolulu on the 10th of Dec. last, for a cruise on the line for sperm oil. She had previously been quite successful, having sent home 275 bbls of whale oil, and 35,000 lb. of whalebone, and had on board at the time of leaving Honolulu about 1700 bbls of whale oil and 35,000 lb. whalebone. The Ontario was wrecked on the 24th Jan. last on a reef at Pitt's Island, one of the King's Mill group. The ship struck upon the reef about 4 o'clock, A.M., and in a few hours became a total wreck. She had taken 1000 bbls of sperm oil since leaving Honolulu. The British schooner Supply took off a part of the crew and landed them at Sydney, receiving in payment for that service about 500 bbls of oil from the wreck. Capt. Slocum and the remaining officers and crew were taken off by the Phocion of New Bedford, which was cruising in that vicinity, and would take passage in her for home. She may be expected daily. The Phocion had on board 300 bbls

of oil from the wreck, 200 bbls of which were purchased and the remainder found drifting about and picked up. The Hector cruised in the vicinity of the wreck in hope of falling in with some of the cargo, but saw none.

The Ontario was a food ship of 370 tons, and was insured at offices in this city on 13/16ths of ship and catchings as she sailed from Honolulu for \$36,700.

3/16ths are uninsured.

N. B. Ship. Risk.

The Daily Mercury (New Bedford) 6.9.52. Captain Frederick Slocum of the Ontario arrd US in the Phocian. Saw Touching Island 3 p.m. on 12.1.52. Lowered a boat and went on shore to trade with the natives. At 11 p.m. breakers discovered but being dark and rainy they were close to them before being seen. Ship struck and a heavy sea broke over her. Remained on the wreck until daylight when they found that they were on a reef extending ESE and WNW as far as the eye could see. Saw land to the S, distant about 12 miles. Ship's company began to leave as she was breaking up. 23 swam to safety inside the reef and 9 who couldn't swim were taken off with much difficulty and not until the boats had been capsized several times in the surf. Started in 2 boats for the land which was reached 4 p.m.. 2 white men living ~~there~~ there informed them that it was Pitt's Island and that the natives were friendly.

Upon captain's chart Pitt lay SE of Touching; but it is really SW. "The schooner Supply ~~was lying~~, of Sydney, was lying at anchor at Pitt's Island, and we went on board of her. The next day Jan..14th we went to the wreck in our boats to try to get some provisions from her, but the surf on the reef was so bad that we could not get on board. On the 15th, we went again to the ship, but found her broken up. The oil, provisions, and other things had floated out to sea, except about sixty casks of oil, which lay on the reef. The 'Supply' came to anchor in the lagoon, abreast of the wreck, and her captain proposed to take to Sydney as many of the ship's crew as he could accommodate on board his schooner, for as much oil as would fill his vessel. This was agreed to and fourteen of the crew took passage in her for Sydney. On the same day the ship Phocion of New Bedford, arrived and Capt. Nichols supplied us with provisions, and also offered eight

Wreck of the "Ontario".

of the company a passage to Navigator Islands, which was gladly accepted. Five of the crew went on board the bark Belle of Fairhaven, and four natives of the Pacific, remained on the island at their own request."

The Friend .19.10.52, 9:63. Ontario left Honolulu 1.12.51 for a cruise on the line for sperm oil. Previously quite successful, having sent home 275 bbls. whale oil & 35,000 lbs of whalebone, and had on board on leaving Honolulu 1700 bbls of whale oil and 35,000 lbs whalebone. Took 1000 bbls more of sperm oil since leaving.

Supply received 500 bbls of oil from the wreck for services. Phocian got 300 bbls from the wreck, 200 bbls being purchased and the rest found drifting around and picked up.

Ontario a good ship of 370 tons "and was insured at offices in this city [New Bedford] on thirteen sixteenths of ship and catchings as she sailed from Honolulu for \$36,700, as follows:- At the Union Mutual \$19,300; Pacific \$4400; Mutual Marine \$8000, and Bedford Commercial \$5000. Three sixteenth are uninsured. - N. B. Ship List."

The Daily Mercury 10.8.52. The Hector, after speaking the schooner [Supply], cruised in the vicinity of the wreck in hopes of falling in with some of the cargo, but saw none.

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Genii

The brig Genii arrived Sydney, 24 Jan. 1853, having left 10 March 1852 on a whaling voyage. She called at the Bay of Islands for more hands, having left harbour with a few under her complement; she has been out about ten months, and has touched at the following places:- Von Vous (one of the Friendly Islands), Byron's Isle, Simpson's, Charlotte's, Ocean, Enderville, Woodall, Tarawah, and Hall's Island. On her passage from Charlott^e's to Ocean Island, she picked up a boat in which were one man, a native of Sydney (name unknown), four men, three women, and three children, black. They were on their way from Gilbert's to Hall's Island, and had, it appears, been blown off the land. At the time of their rescue they were about ninety miles to the westward of Tarawah, and for two days and a half had partaken of nothing wherewith to sustain life, and but for the timely succour of the Genii, would have perished from starvation. She has been brought into port by Mr. Phillips, formerly her chief officer, Captain Brown having left her at Strong's Island on the 30th November, two days after her arrival there, his motives for so doing being, as he alleges, on account of the unruly conduct of the natives at the different parts at which he touched, the bad success attending the voyage, and his unwillingness to return under such circumstances. The Chief Officer, however, states that the conduct of the Captain has throughout the ~~whole~~ been most discreditable; that he has not in the slightest degree carried out the object of the voyage - that of procuring oil; that by his improper treatment towards the natives of ~~Gilbert's and~~ Gilbert's and Hall's Islands, he has more than once placed both the ship and crew in a very perilous situation, and the officers of the brig, all old and experienced hands, state that they never

witnessed conduct so ~~disgraceful~~ disgraceful as that manifested throughout by Captain Brown, whilst on board. They have only taken three whales, and from the length of time they have been without fresh provisions, two or three of the crew are suffering from scurvy."

Shipping Gazette 29.1.1853, p.34.

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Captain Hugh Fairclough

Fairclough, associated with Captain Randell, commanded in turn the schooner Supply, the brig Almeda and the brig Freak. The Supply arrived at Sydney on 15 April 1853 from Pitt's Island. She was probably his first command in the Gilbert Islands trade. The Almeda arrived at Sydney on 3 March 1858, and in 1860 he was in charge of the Freak. There may have been other vessels - the ones named are the result of a partial search.

When the Supply arrived in 1853, the agent was named as Captain Smith. He was evidently the Smith of Macdonald, Smith & Co., mentioned in the biographical note on Fairclough in Heaton's Dictionary of Dates.

Biographical note from Heaton's Dictionary of Dates.

Captain Hugh Fairclough was born at Wavertree, near Manchester, May 16, 1828, following the sea as his profession. He arrived in Sydney about 1851, and became associated with Macdonald, Smith & Co. In 1866 he joined Mr. Merriman and Captain R. Jenkins as merchants and shipowners. He married a daughter of Mr. Houston of Parramatta. He was a member of the Marine Board, appointed on 2 April, 1872, and, from his knowledge of the Polynesian languages, was able to rescue four women who had been picked up at sea to their home in the Gilbert Islands. He died June 30, 1878.

Obituary notice in Sydney Morning Herald, 1 July, 1878.

"It is with regret that we have to announce the death of another well-known and very widely-respected colonist, Captain Hugh Fairclough. His death took place yesterday, at his residence, Wavertree, Parramatta, in the 50th year of his age. His name has for many years been associated with the shipping trade of the port. But it will be best remembered in connection with almost every movement having for its object the promotion of the welfare of those who go down to do business on the great waters. His sympathies, however, were not confined to seaman; his large-hearted zeal on behalf of many philanthropic movements having manifested itself in many ways. He was long a member of the Marine Board; and in the

performance of his duties in connection with that body, he brought to bear an impartiality and skilfulness of judgment which always entitled his opinions to great weight".

On 2nd July his widow gave birth to a daughter.

Towns' Letterbooks - General (Uncat. MSS, set 307, item 62, p.382-384.

.....

1853. 28 Sept. Capt. Beresford, barque "Louisa".

"Your ship is now ready for sea, stored and provisioned for at least 12 months, but I trust you will make the voyage in half the time. ... Make the best of your way to Drummond's Island, where I trust you will find Capt. McDonald ... McDonald talked to me about running down the whole group. On Mathew or Matthews Island I have a station in charge of Mr. Stanbury, where you will please to call, should you not fall in with Stanbury, to whom I wish you to furnish both trade provisions & casks and act in conjunction and as Mr. Stanbury may advise until McDonald arrives. Should he wish to go with you from Island to Island in pursuit of oil you must take him - he is an experienced trader Stanbury and I wish you to act under his directions and land casks, trade and provisions at any station he Stanbury may require and take on board any Oil he may secure for you; in taking in the Oil & receiving it from the different parties you must be particular in marking the casks & giving receipts for the quantity you receive from each party, this is highly necessary in order to settle with each party according to the quantity delivered. You must continue to cruize & trade amongst the Islands until you see McDonald, but not longer than one month, should he not arrive in that time you must land trade & casks at such Stations as Stanbury will point out, and perhaps you may be able to spare some of your hands to form a Station, this I leave to yourselves to arrange, after having landed the whole of your casks, stores, trade & provisions, you must start off to the Islands for Sandalwood

and there do the best you can for a few months until you think they have collected sufficient oil, with your wood, to complete a cargo, you will then return to the same Islands and Stations where you have left your Casks and Supplies or at such time & place as you may have appointed with Stanbury; this is only in case you have to leave before M'Donald arrives, which I have little doubt he will be down before you. You must receive him, McDonald, on board and act under his instructions as to landing the casks, trade & provisions; after having done so, return with him (McDonald) to the Isle of Pines and there land him. You need not enter with your own vessel, send him in with a boat. Or if, on your way up to the Pines, you fall in with any vessel of mine, board them and if Capt McDonald is willing to take a passage, you can transfer him & proceed with your Sandalwooding; my object is to land McDonald at the Pines with as little delay as possible. You will in this case make arrangements with McDonald, when you are to return, which you must do by way of Stewarts Island. - I have one more casualty to provide against - in the event of Death or absence of Stanbury on your arrival at Matthew or Drummond Island and McDonald not arrived, you must then in that case do the best in trading & forming Stations with the Natives until McDonald arrives - in this you are aware my object is to get as much Oil & at as cheap rate as possible and if you form any Station on my account be careful to whom you trust them and that they will be safe with the Natives. On your return from Sandalwooding, you will call at Stewart's Island, where you will likely find Capt. Proctor, from whom you will receive all the Oil & Beech le Mer or what else he may have collected, and should Proctor require you to go to another Island or Islands you must do so if possible, but I expect he will have all collected with his own Cutter. When you meet her, which is likely

at Drummond's Island, you can make your own arrangements about taking off the Property he may have collected. I think I have now touched on everything, ~~and~~ except after you have got all on board make the best of your way to Sydney. Take care of your Ship & Crew, run no unnecessary risk and treat the Natives well, firmly but kindly, and on no account use force or firearms except in self defence. - I understand you can occasionally purchase Sandalwood & Beech le Mer at the Islands either with trade or orders on me. I have no objection to your doing so, provided you can do so as cheap as you can procure it by trading, which I understand is the case. The same in Cocoa Nut Oil. Render every assistance to any of my vessels you should fall in with, and ~~after~~ after you have completed your Cargo for Sydney hand over all the spare trade & provisions you have, keeping on board only sufficient for the passage & taking special receipts for all you land or hand over, any orders you give on me for such purchases I will duly honor provided you get possession of the property.

Wishing you a safe and prosperous voyage & quick return, I remain Very truly yours,

R. Towns.

P.385. By the "Louisa" Towns sent a letter to Stanbury. It repeats what he has told Beresford, and concludes: "I have now sent a man to finish the 'Wisp' which will be worked among your group by McDonald and just the very thing for the trade".

P.386. One to McDonald, also by the "Louisa", is addressed to Captain McDonald, "Will o' the Wisp".

For a letter from A. McDonald to Towns dated 19.3.63 from Rarotonga (where he had gone as captain of the "Governor" engaged in recruiting labour for guano

being worked off New Caledonia) see under date in File 2 (section on Cook Islands).

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Law Officers.
28 July 1853.

Rec^t of Letter of 14th ult^o; conduct to be pursued by Comm^{rs}
of Brit: Ships when Brit: Subs: are murdered by Pacific
Islanders.

Copy to Adm^{ty} Aug. 4/53.

conduct of British warships when British subjects are murdered 1853

From F.O.83/2314.

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Doctors Commons
July 28th 1853

My Lord,

We are honored with Your Lordships commands signified in Mr Addingtons Letter of the 14th Ultimo stating that he was directed to transmit to us a Letter & its Inclosure from the Admiralty requesting to be informed to what extent the Commanders of Her Majestys Ships of War may exact from the Natives of the Pacific Islands when the wrongs done to British Subjects extend to loss of life by unprovoked and deliberate Murder and to request that We would take these papers into consideration and Report to Your Lordship our Opinion as to

To The Right Honble
The Earl of Clarendon (?)
&c &c &c

the line of conduct to be pursued by the Commanders of British Ships of War under the circumstances above stated. In obedience to Your Lordships commands We have taken these papers into consideration and have the honor to Report.

That altho it is extremely difficult to point out the proper line of conduct to be pursued by the Commanders of British Ships of War under the circumstances stated, We are of Opinion that where they actually witness the unprovoked commission of Murder or any atrocious Crime against British Subjects they will be justified in peremptorily demanding redress from the Chief or Chiefs to whose jurisdiction the Criminals belong; and, if no ~~reparation~~ reparation can be obtained, in securing and detaining for a reasonable time the persons of such Chief or Chiefs and in resorting to hostilities against the Natives immediately dependant on the same authority as the Criminals.

In cases were crimes are reported to have been committed upon British Subjects, but have not been actually witnessed by British Officers, the difficulty of acting upon such evidence as may be given by Survivors and of ascertaining that there was no previous provocation offered at least by some other Europeans to the Natives, appears to us to be so serious, that we can only recommend the exercise of the utmost caution and forbearance before resorting to any exercise of force whatsoever.

We have the honor to be

My Lord ,

Your Lordships most Obedient

Humble Servants

J.D. Harding

A.E. Cockburn

Richard Bothe (?)

.....

A Roving Printer, pp.261-262.

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[261] "The following day [5.1.53] we spoke the "John Wells", of New Bedford, Captain Cross. He reported that a mutiny had occurred on board the "William Penn", by which Captain Hussey had been murdered by a Kanaka. The murder was committed about 4 A.M. Captain H. was in the vicinity of some of the islands of the [Gilbert] Group, and, while engaged in looking over the "weather rail" for land, a Kanaka boat-steerer seized a spade and darted it through him, killing him almost instantly. The body was immediately thrown overboard, and the gang (seven or eight of the crew), led by the Kanaka, commenced [262] their murderous work. They killed the steward and cook, severely wounded the mate and second mate, and then, seemingly actuated by some merciful freak, stopped their bloody performances, and promised to leave the vessel quietly if the officers would allow them to take what they wanted. This request was readily granted, as the peaceable portion of the crew and officers were but too willing to have them leave. They accordingly took a boat, and steered for Sydenham's Island, where the ringleader belonged. The Kanaka took with him a large sum of money belonging to Captain Hussey, and he had not been on shore twenty-four hours ere he was shot by a beachcomber to obtain possession of it. Thus we see the scoundrel met with his deserts.

Captain Hussey also met with the same fate that he consigned one of his own crew to. He murdered his fellow-man in cold blood, and he, in his turn, died a violent death."

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The Friend 1.3.54 11:22

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A late San Francisco paper says that the brig Rosa, while on a trading voyage among the South Pacific Islands, stopped at Tauroa [Tarawa?], where she was attacked by about one hundred and fifty savages from the north end of Hall's Island. Joseph Maiden, chief surviving officer, thus narrates the fight:-

The captain was also on deck, he [Mr. Maiden] took several clubs from the savages. He then went to the main hatch to speak to the men left in the hold, when he received a severe blow on the head from a club, which knocked him down the hatchway. While in the act of falling he saw two natives attacking Wm. Sheen, a cooper, who shipped at Sydney. The war whoop was then raised and Maiden recovering from the effects of his blow, and not being injured by the fall, directed the men in the hold to make for the cabin, there being a door through the bulkhead, with a view to getting arms. They could not find any ammunition for some time; at length Emmanuel Ramose discovered a keg of powder, and afterwards a parcel of shot. Having now loaded some muskets, they shot some natives from the cabin sky light, and Maiden, standing at the foot of the companion ladder, and seeing the King's son passing on the deck, ran him through with a bayonet. They then left the cabin and attempted to rush the natives overboard. The natives were struggling with the captain, one with the cook's hatchet and the other with a piece of sharpened iron, like a long knife. Maiden raised his musket at the men, but it missed fire, and he killed one of them with his bayonet. In falling the native dropped the

The Friend 1.3.54 11:22

hatchet on Maiden's foot, which cut severely; both in the struggle went down the hatchway together, till the savage was overpowered and killed. - Maiden afterwards shot another native. By this time many of the natives were driven overboard, and having hoisted the jib and cut the cable, the vessel stood off from the land. After getting the vessel under weigh, Maiden found that the captain, the boatswain, the cooper and one of the seamen, were lying on the deck, their bodies being mutilated in a horrible manner, by wounds from the hatchets and clubs. The steward, also, was lying on deck, almost dead. He then stood N.E. to endeavour to fetch Tauroa, with the hope of finding the schooner Black Dog, and getting assistance to navigate the vessel. The current however, drove the vessel to the Westward, and eventually Maiden bore up for Sydney, under the circumstances detailed in our report of the wreck. Ten murdered men were buried at sea.

The following is a list of the crew at the time of the Massacre, showing those saved and those killed: Capt. Giacomo Ferreo, Italian; ^EAmmanuel Pancho, boatswain, Italian; Wm. ^ASleen, cooper, Englishman;- all killed: Chas. ^mTejmins, chief mate, American; Henry Wilson, seaman, American - missing, either killed or left among the natives; Joseph Maiden, second mate, Englishman; Michael Black, seaman, Irishman; Emanuel Ramose, seaman, Chilean; San Francisco, Cook, Portuguese; Eugenio Careone, steward, Italian, and Joe, a native - all now in Sydney.

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ROBERT TOWNS: LIST OF TRADERS - 1855

From: Towns Papers - ML MS

<u>Island</u>	<u>Name of Trader</u>	<u>Expected to have ready</u>
Rotumah	Francis John	10 tons
Mitchells Group	Thomas Rossio	4 $\frac{1}{2}$ tons
Taa.y's Island	Solomon Heather	4 tons
Roche's Island	John A. Manich, for McDonald	10 tons
Lynx's Island	James Harvey	10 tons
Pegmont Island	William Wallace	5 tons
		<hr/>
	Total -	44 tons
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SEIZURE OF
TAMANA ISLAND : MASSACRE ON SHIP JOHN

1855

The Friend 1.1.56 13:6.

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The following account of the seizure of the ship John, of New Bedford, and the murder of the captain, first and second mates, and a number of the crew, is from the Empire, of Sydney, N.S.W. of July 11th:- [1855]

We are indebted to Capt. Bowles, of the schooner Black Dog, which arrived from the Islands July 8th, for the following report of a daring and murderous piracy committed on board the ship John of New Bedford, by two South Sea Islanders. The particulars were supplied to Capt. Bowles by one Francis John, a white man stationed on Roche's Island, in lat. 2 degrees 32 minutes South, lon. 176 degrees 9 minutes East. It appears that on April 17, a vessel was seen standing towards the Island from the southeast, and the Black Dog being expected there several canoes put off to meet her. No sooner were they alongside, however, than two natives presented fire-arms and drove them away. Francis John, seeing the vessel in distress, then pulled to her, when he was hailed by the natives, who inquired to what country he belonged, and if not to London. On answering in the affirmative, he was warned off, and told that "no white man was wanted alongside." Believing the vessel to have been forcibly taken by the two natives, he communicated a suspicion to two other natives who were in his canoe, and made an attempt to board her, but was repelled by loaded muskets. Finding it impossible to get on board, he returned to the shore. Subsequently another canoe, manned by natives, went alongside and entered into conversation with the pirates, who divulged their horrid deed of which they were guilty, and the motives that led to its committal. The captain of the John having ill used them, they took advantage

The Friend 1.1.56, cont'd.

of the absence of two boats and the greater part of the crew, to indulge an
.....
insatiate desire for revenge. Besides the two natives, the captain, cook
and cooper were left on board, these they killed.

After the capture of a whale, the mate's boat went alongside with it; he
was killed with spades, and all his crew but one man, who pushed off from
their reach and was left astern, the vessel having some way upon her. Soon
after the second mate's boat was alongside, he and three men were killed,
the remaining two pushed off from her, and joined the other boat.

In this predicament they were left on the wide sea without compass or food.
This statement was voluntary on the part of the pirates, and from information
gained from the natives of Roche's Island, is believed by Capt. Bowles to be
correct. On being asked where the ship was bound, the pirates replied,
"to Ocean Island," but if unable to make it, they would run her ashore where
no white man lived. Francis John, the white man, read the ship's name, -
"John, New Bedford," she had a jib, foresail, foretopsail, main and mizzen -
topsail set. The main top-gallant sail, and spanker, were also set. She
was on the starboard tack, and seemed to have been so from the time of her
seizure, as both fore and main tacks were well down, which could hardly be
accomplished by two blacks. When last seen she was steering wild from north
to west. Prior to leaving, the pirates offered tobacco and other inducements
to the natives of Roche's Island to join them, but to no purpose. The Black
Dog arrived at Roche's Island, April 29th, twelve days after the John's visit.
Had the interval been shorter Capt. Bowles would have made an attempt to ~~have~~
discover her whereabouts.

The Friend 1.1.56, cont'd.

There seems to be no room for doubt that the officers and a portion of the crew were murdered, and that the remainder of the crew were left to the mercy of the waves. The captain of the John was Otis Tilton of Edgartown, the first mate, Henry C. Allen, son of Joseph Allen, Jr., of New Bedford, and the second mate Isaac W. Gallop, of New London. The ship was owned by Frederick Parker, Esq., of New Bedford and was last reported at Paita, Jan. 24, bound to the Sandwich Islands with 350 sperm, and 350 whale oil.

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Shipping Gazette 16.7.55

From Gunson, W.N. "The Dynasty of Abaiang", p.XVII., quoting Bingham to Clark, 3.10.63 and Bingham to Anderson, 20.10.63.

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"Another reason for believing that KAIEA was the principal High Chief when Bingham landed is that for many years he had been the principal trading agent for vessels visiting the island. Bingham affirms also that for a native to be a tobacco agent in the group was synonymous with head chief [Bingham to Clark, 3.10.63]. KAIEA had derived a considerable revenue from his agency. He received 15 dollars per tun, or 3 dollars for a cask of 50 gallons which brought him in about 400 or 500 dollars per year. By far the greater part had been his commission on the sale of tobacco. As the practice of smoking was frowned upon by the American missionaries KAIEA had been "led to feel that as a Christian ruler he could probably do more for the glory of God by his giving up this latter branch of his business".

He informed the several trading Captains [Footnote: Fairclough, Weiss, Gelett and James] that they must find another agent for the tobacco trade, although he still desired to be their agent for other merchandise. He imposed a duty at the rate of 1 dollar for every cask of 50 gallons procured with tobacco, and all this revenue "was to be employed by him for the good of this people, and especially of the poor". If a native agent was employed he intended to demand an amount equal to his duty, "such revenue to be devoted to national defences or public improvements". At length one of the firms secured a High Chief as its agent for tobacco [Kabunare?], other merchandise remaining in the King's hand. The High Chief readily consented to the payment of 1 dollar per tun for oil collected for tobacco. Bingham, however, realized the political significance of the change and said of the High Chief:

TRADING ON ABATANG, cont'd.

"May he never aspire to Kingship". [Bingham to Anderson, 20.10.63].

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Excerpts from a letter¹written by Hiram Bingham, junior, to the Rev. E.W. Clarke, Secretary of the Special Committee, written on the Morning Star on August 5, 1858. ✓

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By the aid of a recent careful census which Cornell [?] and myself took of Abaiang and from conversations with Captain Randell in reference to the various islands, *the population of the Kingsmill Islands above 40,000. We found* I think it quite safe to estimate ^{the population} of Abaiang to amount to 3,211, allowing for errors it is safe to estimate it at 3,000. ✓

So long as the Morning Star is spared to us or so long as there may be other means for obtaining rice, flour, beef, etc., no true soldier of the cross ought to hesitate one moment on the ground of the poverty of our soil. In case of fire we could fall back, for the time being, on the powdered pandanus nut, together with such fish and babai - a species of Taro - which might, from time to time, be procured from the natives. Very few foreigners relish the pandanus nut, it is however a wholesome article of diet as the health of our population demonstrate, this being with our people the staff of life. Our Hawaiians use it, to some extent, but it is a very poor substitute for the Hawaiian poi or taro. The amount of taro with us is limited, sometimes is scarcely offered for sale, the natives value it very much and ask great prices for it. It cannot be bought in quantities at a time, for a fact that it spoils in three or four days after having been dug. I presume it has constituted a third of the sustenance of Mrs B. and ^mmyself during our 7½ months

residence on Abaiang. Whether we shall always be able to procure it so readily as we have is a question of doubt in my mind. We have thus far been principally supplied from a patch which the old King, who was killed in the battle, presented to me on our arrival in November 1857.

The Samoan Reporter for January, 1859, prints excerpts from papers received from Dr Gulick on Micronesia in which he estimates the population at 60,000 (of the Gilberts). He says that "vessels engaged in the pursuit of the sperm whale have constant intercourse with these islands, though they seldom anchor. At some of the islands violence has at different times been attempted on ships, and foreign residents have frequently been killed; yet these things speak of nothing specially ferocious in them."

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The Friend 1.2.59 16:13: Second trip of the Morning Star to Micronesia; letter of Jno. W. Brown (master) to Rev. S.C. Damon, July 18, 1852.

"N.B. With regard to carrying arms in the Morning Star, I can only say I am more opposed to the measure than ever. The boarding netting is, in my opinion, perfectly useless. I have used a part of it as a quarter netting to keep the children from falling overboard. I have cruised among the New Hebrides, Solomon Archipelago, New Ireland, the Louisiade Archipelago, and other parts, the natives of which are thought to be savage in the extreme; yet I have landed on all these, entirely unprotected, and always received the kindest treatment. Treat them with kindness, and it is all that is required to insure their friendship. True, the natives of Sydneham Island did not treat Captain Spencer with very much courtesy; but they had a leader not of their own race."

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Bingham to Anderson, Apaiang, 4.11.1859.

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"Jealousy is the most frequent occasion of stabs and cuts. Lands are taken from the detected paramour, while the adultress feels the knife rather than the "Key". The dark places of earth are full of the habitations of cruelty. Infanticide is very common, abortion being practised lest the islands should become overstocked, as they doubtless soon would be. Our king, when informed in answer to his enquiry that infanticide was not the general custom in America, asked with an air of surprise whether we did not then suffer from famine."

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Bingham to Anderson, Apaiang, 4.11.1859.

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"Upon returning from our protracted absence in the west last year, we found our island flooded with intemperance, the people being almost universally given up to drinking the fermented ~~sap~~ cocoanut sap. This state of affairs continued for many weeks. King, chiefs, common people were apparently becoming ~~drunkards~~ drunkards. Quarrels and drunken fights were frequent. On one occasion one man was mortally stabbed in the abdomen with a sword by a drunken man, his bowels partially gushing out. On another, one was ~~brutally~~ fearfully struck upon the forehead with a war club. One man came to me with a terrible gash under his lip ~~which I~~ which I successfully sewed up. Others were gashed, bruised, bitten and the like. The sight of canoes speedily with great tubs of this abominable drink over our beautiful lagoon from one village to another was a saddening one. These would be taken into the council house where the inhabitants of the village would indulge in a general debauch. Our hearts grieved. Our faith was too weak in view of the interruption to our missionary work. We were led to pray earnestly for our poor people. God interposed. One night last April our king was taken severely ill, and being led to think this illness might in part at least have been the effect of his drunkenness prohibited the farther use of the fermented cocoanut sap among his people. Nor has his prohibitory law proved a failure. Thanks to our heavenly father our island has been for months almost entirely free from the curse of intemperance."

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Bingham to Anderson, Apaiang, 4.11.1859.

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"At the midnight hour on the 20th of June last the people of Koinawa who were spending the night in heathenish chanting, declaring that there was only one God "Jehovah", assailed the great stone erected in the centre of their village to the honor of Tabuariki the principal deity of the Kingsmill Islands and overthrew it from ~~its site of honor~~ its site of honor, in spite of a resistance so stout as to retain a fragment ~~of~~ firmly imbedded in the ground. With interest and some incredulity we listened to the tidings in the morning. A visit to the spot however left no longer room for doubt. Tabuariki had been hurled from his throne, ^{while} ~~the~~ surrounding platform ^{upon} ~~which~~ offerings of food were wont to be laid, had been entirely removed, and there remained not one vestige to mark the spot, near which I had often stopped to teach the benighted heathen that Jehovah alone was God. At some distance lay the humble and dishonored spirit stone, and at a subsequent date we found it rolled quite into the lagoon where I hope it may long remain, unless it may be needed as a corner stone of some future church. It has no carved eyes or nose, or mouth or ears, but would prove an interesting relic for the Museum in the ~~Missionary House~~ "Missionary House" as being the first fallen spirit stone of the hundreds which we earnestly hope are to be speedily overthrown throughout this group by the triumph of the Cross. Thanks be to God which giveth us the victory through our Lord Jesus Christ.

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The Friend 3.9.59 16:72.

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*Probably in earlier
Pfeil*

LOSS OF THE SCHOONER PFEIL

The Hawaiian schooner Pfeil, of Honolulu, 92 tons, owned by the house of Hoffschlaeger & Stapenhorst, left Honolulu on a trading voyage on the 17th Nov. last, under command of Capt. F.W. Daudsberg, on the 29th January, this year, arrived off Covell or Boston Island, one of the Ralick chain. In entering the passage leading to the lagoon, and the wind suddenly shifting, the schooner struck midway on the rocks, where she remained one and a half hours, striking heavily several times. With great exertion of the crew and with the help of the natives from ashore, the schooner was got off and anchored to the leeward of the island. Here she remained three days and was then towed into the lagoon. Left Covell Island on the 19th of Feb. and arrived at Ascension on the 27th inst.; left there on the 10th of March; experienced strong winds and a heavy sea, pumping every two hours during the first days, and the leak increasing constantly, steered for Guam, where she arrived on the 16th of March last. A survey having been held the next day, the schooner was condemned and sold.

This intelligence, for which we are obliged to Mr Stapenhorst, one of the owners, comes by the United States surveying schooner Fenimore Cooper, via Hong Kong and San Francisco. Capt. Daudsberg and 3 foreigners of the schooner's crew were still at Guam waiting an opportunity to go to Honolulu; and the 9 Hawaiians of the crew had shipped in different whaleships that touched at Guam and may be expected here in the fall. We might write an epitaph over the good schooner Pfeil as one of the earliest pioneers among

the islands of the West Pacific, but our space forbids it at this time.

--- The Polynesian.

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Excerpt from a letter from Hiram Bingham to the Rev. E.W. Clarke, dated Abaiang, Gilbert Islands, September 23, 1859. ✓

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We are glad that you approve of the contemplated removal of Dr. Gulick from Ponape to the Kingsmill Group, we are anticipating his arrival with much pleasure and interest. These islands seem to be among the most important in Micronesia, although I fear that when the census of this island shall again be taken the population will be found much less than by the former census, from the fact that so many ~~of~~ people have residences in more than one village.

In April 1858, we numbered very nearly 500 houses inhabited besides very many which were uninhabited, the inmates having been reported as killed in some war. Again when we took the census, my ears were not accustomed to such an amount of unbounding lying as they now are, much deception was doubtless practised by the natives in numbering the inmates of their houses.

This last summer I renumbered the inhabitants of Koinawa, the capital. Writing down the names of the men and women proper residents of the village, the population, I found to be very near 250. ✓ In the first census this was the only village which Kanoa numbered without my assistance, he stated the population to be 368. ✓

From the above data, I do not think it is safe, at present, to estimate the population of this island as over 2,500, ✓ the number originally given to us by Captain Randall. What the result of our missionary ex-

ploration will show, I cannot predict, but I have strong hopes and good reason to believe that the population of the Group will not far short of 30,000.

Nearly all visitors speak of the numbers of children, infanticide is common and abortion being provided by a kneading process. The King queried of me, not long since, if this was not the practice of white people and when informed that it was not the general practice, he seemed much surprised and enquired of me whether then we did not suffer then with famine, whether no wars and were this infanticide done away with the probability is that the islands would soon be overstocked, so rare are the deaths by sickness, the climate being one of the most healthy in the world.

Captain Brown said he never saw a finer race of natives.

GILBERT ISLANDS

(General)

1860 - 1869

'... the price of oil attracted competition (for Randall and his firm) against Randell and his Sydney associates. Robert Towns intermittently ran ships in it and, eventually, would buy out Randall's firm. For his part, J.C. Malcolm operated at least one trading station in the Gilbert Islands and had another on the island of Rotuma, north of Fiji.' - From the draft of the first volume of Deryck Scarr's Biography of Thurston, pp.31-32.

J.C. Malcolm had sent ships to the New Hebrides for ~~sn~~adaluwood before the above extension of his interests which resulted in him engaging in the coconut-oil trade of the Gilbert and Ellice Islands.

He put the James into the trade in 1860, transferring to her a master experienced in the business from his schooner the Clarence Packet, W.H. Weiss.

The Swedish sailor, E.W. Lomberg, was Malcolm's trader on Rotuma. See the Journal of E.W. Lomberg in the ML at B519.

By 1864 Malcolm had sold the James and bought a brigantine, the Star of Eve (Captain Albert Ross Hovell, known as 'Ross', the son of an Australian explorer), which he put into the Gilbert and Rotuma trade instead: 'a fine, fast, weatherly vessel, successful in trade with Mauritius and Java. But her first voyage in the South Seas was to be her last.' - Ibid, p.76.

A henchman of Te Kaia, Uea of Abaiang, was sent on the Star of Eve to 'look out more land' to which Kaia might retire from Abaiang's troubles. After a few weeks on Rotuma, where they tried to make a slave of him, he returned home.

Bingham to Anderson, Apaiang, 5.4.1861.

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Maiana ... "During the ~~four~~ four succeeding days preached in all the villages of the island to over 2,000 heathen who doubtless heard for the first time the news of salvation through Christ. The old king cordially welcomed us, and wished me to take up my residence among his people. We were informed that he had already selected a sight for the residence of missionaries. The people we found much given to drunkenness, but many ~~were~~^{were} willing and even eager to hear, especially among the elderly men. The interview with Terabangaki the famous priest of Tabuariki the principal deity of the Kingsmill Islands was a pleasant and I trust a profitable one. Many of the people of Apaiang had urged us to desist from our purpose to visit Maiana, lest this priest should miraculously occasion our destruction. "

Marakei. "On the 14th of November I set out with Kanoa and three natives for Marakei which we reached at sundown having experienced on the passage two very severe squalls. The latter of the two threw over several houses on Marakei. We landed through a heavy surf, and were kindly received by the people. The next day we called upon the king, who seemed glad to see us, and urged us to remain upon the island. In four days we had preached in all the villages of this ~~small~~ small though lovely island of over 1,000 people. Here as at Maiana drunkenness prevailed, but many were found ready to listen to the story of the Cross ...".

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Bingham to Anderson, Tarawa, 30.5.1861.

...

"You will rejoice to learn that the first fruits have been gathered. On Easter Sabbath March 31 it was my privilege to baptise the two first converts from heathenish in the Gilbert Islands the one a middle aged man, Moses Tenakao, the other Joseph Tekeuea a young lad of some 15 years, who had resided in our family for more than a year, and who is my main support in the work of translating."

.....

"Our king Tekaiea also is taking a noble stand in some respects and he has put aside all his wives but one, but providing for the wants of one who is the mother of some of his children. He ordered the abstaining from work on the Sabbath, is most regular in his attendance upon public worship. He seems very docile, and Captain Gelett has more than once spoken of the marked change in his demeanour. We believe him to be almost a Christian. His wife Nei Kaobunang gives still more pleasing evidence of a change of heart. We hope soon to propound her as a candidate for baptism."

...

Bingham to Anderson, Tarawa, 30.5.1861.

.....

"The strong westerly current which prevailed in this group so much of the time is a great obstacle ~~to~~ to the safe navigation of these waters in anything less than a fast decked-boat, sufficiently large for sheltering those who may be needing rest. The large boat now in my possession answers very well for passing between Apaiang and Tarawa. Beyond these the risk is great. Captains Randell and Fairclough highly disapprove of attempting more, and my own experience has shown how easily we might find ourselves wandering over the wide waste of waters in an open boat.

I have not attempted a second trip either to Maiana or Marakei, but have engaged much in the work of translation since my return from the latter island in Nov. last.

.....

Captain Randell

The Friend, Sept., 1861, p.46. Letter from Hiram Bingham

Abaiang April 19, 1861.

Since the departure of the Morning Star, the vessels of Captains Fairclough and Randell alone have anchored at our island. With numbers of these crews, I have conversed personally on the subject of their souls' salvation. Capt. Randell still gives pleasing and increasing evidence of a determination to find the pearl of great price. At a recent visit to Apaiang, he again showed his kindness to us by a present of 20 sovereigns. He now proposes dissolving partnership with Capts. Smith and Fairclough after the present year, and looks forward to a life somewhat similar, I may say, to that of Paul's, the making known the Gospel to the Kingsmill Islanders at his own expense. He proposes to leave off trading in tobacco, as he has also left off smoking it, and to sell useful articles to the people of this group, while he is desirous of doing good to those from whom he has acquired his property, which now probably exceeds \$25,000. He has two children now at school in Sydney.

.....

BUTARITARI: FIRST MISSION PARTY & RANDALL VISIT KING

1852

L.H. Gulick, Journal, Missionary School Condon, on her first voyage to Murisia, 1852. (ABC 19, 4, v. 1, letter 92).

[Note. The first party to Murisia consisted of B.G. Snow and wife; L.H. Gulick and wife; A.A. Sturges and wife; E.W. Clark ~~and wife~~; S.J. Gulick and Captain H. Holdsworth. After a month's ^{voyage} they called at Butantini and Makin].

Mr Durant (George) is one of a firm (as on p. 2)
us to retire houses.

We found the King, a youth of fourteen... (etc., as on p. 4) to visit them again (on p. 5).....

I wish to record the names of the royal family ... (etc., as on p. 6)
... Katuru-i-matang.

Mr Durant's house is secure (etc., as on p. 7) ... flood
from a western gale.

Missionary Herald, Abaiang, April 1863 - Mr Bingham. ✓

.....

Mr Bingham wrote on board the Morning Star returning from the meeting of the Mission, September 20. He had not much to add to his former letter published in the February Herald.

He rejoiced to welcome to Micronesia with the Morning Star July 2 two new Hawaiian missionaries ^{Kahu}~~Kaup~~ and Nalimu with their wives. One of the two baptized persons at Abaiang who had fallen away exhibited signs of penitence after the arrival of the vessel and, in part at least, with the happy influence of Captain Gelett.

The King continued to be friendly and rarely failed to be present at public worship and the Sabbath School of which he and his wife were sometimes the only members.

The Star of Peace which is not a deck-boat as was erroneously said to be in the Annual Report 1863, had been to Tarawa and back six times within the year.

During the armed arbitration of the King of Abaiang at Tarawa, the people of Abaiang committed sad depredations upon the ^{Babae}~~Pappi~~, Cocoa and Pandanus trees of their Tarawan neighbours, occasioning serious scarcity of food.

The expedition took much time and attention and was far from increasing an interest in spiritual things, either at Abaiang or Tarawa, and the Hawaiian labourers on the latter island have had little encouragement.

In a postscript Mr Bingham states that he reached his home again September 22 and found that an outrage was committed during his absence on the premises of his helper Kanoa by an armed mob attempting to murder a Tarawan. They dispersed at the order of the King without effecting their object. At present, Mr Bingham says there is no intercourse between the natives of the two islands, though the Missionaries are allowed to pass in safety.

An influenza was prevailing at Abaiang of which about fifty persons had died.

On account of feeble health Kanoa returned in the Morning Star with his family on a visit to the Sandwich Islands.

see also Mahoe in
the Koro's 22.11.62
- File 27

ABAIANG-TARAWA WAR AND FOOD SHORTAGE

1862

Bingham to Anderson, "Morning Star", 20.9.1862.

.....

"Excursions to other islands than Tarawa in an open boat experience has taught us ought not to be attempted except for the most urgent reasons. Of these trips to Tarawa, three were made while almost the entire population of Apaiang were absent last Spring with our king at Tarawa on an armed arbitration, a rebellion having broken out in which the rebels fled to Apaiang where fears were entertained less the sudden increase of population might occasion famine, and these fears, accompanied perhaps by ambitious hopes on the part of our king led to the restoration of these rebels to their homes at the expense of Te Kourapi's crown, who was king of Tarawa. He however also took refuge on one of the small islets of our leeward reef until he was relieved by Captain Fairclough who reinstated him without bloodshed over a part of his kingdom, and in all these revolutions not one drop of blood was shed. May we not hope that the Gospel has begun already to exercise a softening influence over these war-loving savages?"

Our people were absent from their homes some six weeks during which they committed fearful depredations upon the papai, cocoa and pandanus nuts of their neighbours the Tarawans, and the latter are now consequently pressed for food, even the king himself sometimes an old cocoa-nut from our brethren Mahoe and Haina. But little rain fell during the winter months and the inhabitants of both islands are finding themselves more or less straightened.

.....

~~I have written to Mr. Gordon making some enquiries respecting the £20 which~~

4575/4

Bingham to Anderson, "Morning Star", 20.9.1862.

.....

"It was with almost confusion of face that we told you of the defection of out two baptised converts. The younger of the two, my assistant translator, through the influence in part we trust of our beloved Captain Gelett ~~was~~ was showing signs of penitence when we left Apaiang, and on our last Sabbath there made a public confession of sin, and expressed a determination to again serve his neglected Saviour. A hopeful item respecting our queen Nei Kaobunang I mentioned in my postcript. She has stood propounded for more than a year, but our deeper knowledge of, and further experience with the heathen, make us hope with trembling, and she remains yet unbaptized. Our king Te Kaiea continues friendly, though less hopeful. His new \$600 palace which arrived out this year in the M.S. shows a disposition on his part to adopt in part civilized manners and customs. He once asked me if it ~~was~~ would not prove a suitable place for holding our weekly prayer meetings. He very rarely fails to be present at public worship and the Sabbath School, of which he and his wife are sometimes the only members. When I was touring with Mr. Mahoe last April we were very kindly entertained by him while laboring among his troops. On one occasion he left a council house where chiefs were gathered to be present at Morning Prayers, sitting respectfully and retiring immediately after the close. He is the only reader of his age and joins heartily in our Songs of Zion."

.....

Bingham to Anderson, "Morning Star", 20.9.1862.

,.....

"I have written to Mr. Gordon making some enquiries respecting the £20 which were long ago contributed by Captain Randell~~7~~ with the wish that if it were deemed advisable it might ^{be} had the procuring of a small press for this group.

.....

Bingham to Anderson, Apaiang, 7.5.1863.

.....

"The translation of the New Testament has advanced as far as the 1st
Corinthians. This work recently received a great check from the second
apostacy of the young Joseph, whose services in this line had been for so
long a time most invaluable.

.....

*See Bingham to Anderson
20.9.62*

Bingham to Anderson, Apaiang, 7.5.1863.

.....

"At one place we found in operation a small rough distillery belonging to a chief, but we were gratified with seeing carried into effect his order for its destruction, before we left his ~~village~~ village. Its simplicity would admit of easy repairing, and I shall not be surprised to hear of its reconstruction."

.....

Letter from Mr. Bingham, October 20, 1863, in the Missionary Herald for August, 1864, p.243.

.....

"The King Abandoning the Tobacco Trade.

Intimately connected with the politics of many ~~the~~ islands of this group, is the tobacco trade. To be tobacco and other trader for white ~~the~~ men, has often ~~to~~ been to receive their favor~~s~~, counsel and support. Thus has it been on Abaiang. For years our king has been the white man's trading agent; and for much of the last year, for three firms, two Sydney and one Hawaiian. For his services, he has received at least £3, or \$15 per tun, for all the oil exported, and perhaps he has thus realized an income of \$500 a year -- nearly all the oil being procured with tobacco. Not long ago, the king was led seriously to consider whether his agency in the tobacco traffic was really to the glory of God, or for the benefit of his poor people. While he was growing rich thereby, his people were ~~being~~ being impoverished. But some Christians were engaged in the traffic. Still his convictions were against it, and he resolved to ab~~an~~don it. This he has done. The captains are to find their own agents, either foreign or native. For all the oil exported for tobacco, they are to pay a duty of £1, \$5, per tun. This revenue is to consitiute a charitable fund for the benefit of his people. One firm has already secured a high chief as its agent for tobacco, other merchandise remaining in the hands of the king, as before. This people will have their tobacco, but upon such agent, (i.e. native,) the king imposes a fine, or perhaps in the dialect of commerce, a license fee, of £1 per tun for oil collected for ~~to~~ tobacco, -- ~~to constitute a fund for national defense to constitute a fund~~

to constitute a fund for national defense, or internal improvements. To this the high chief alluded to readily consents, and seems to think the idea a good one. May he never aspire to the king-ship."

"How many kings of the present day would consent to give up the greater part of their private income on such grounds, and to devote the ~~whole~~ whole duty from imports for charitable purposes among their people, and all the license fees, for the general good. May we not call such a man a wise and Christian ruler; and the more so since he has liberated all his own personal slaves — a hundred or more — on moral principles? May his name long be associated with Alexander and Lincoln."

.....

ALTEKE, BINOKA AND BINGHAM

1873

Some with Benjamin Conspicuous

E at Alenama, July 5th 1873] ... (etc., as on p. 36) ...

visit him on shore for the last twenty years.

More than 20 years ago ... (etc., as on pp. 37 - 40

... they were very kindly received.

Boston Mission

- 1857 - Olney & Putnam
- 1868 - H. C. of Olney "promulgated & attempted to enforce a code of laws founded upon Bible principles, punishing murder, theft, adultery, and other crimes", p. 1
Part cause of disaffection rebellion in Tancana and Olney, p. 1
- again returns attempt of the King of Olney (of whose Christian character the missionaries have good hope) to establish good laws and punish evil, p. 3.
- Mission station fixed in Tabiteneva (at Eita), p. 5.
- 1869 - Revolt in Olney by class against Uea - p. 7
- Tabiteneva reported as being extremely poorer except in chief, divided their tobacco, given up the kula (see) and became teititeneva - (172), p. 3.
- Rebels shoot Rev. Nelson, p. 6
- 1874 - Chief of Olney receives fines for drunkenness - (180)
- 1875 - Wash forbidden on Sabbath (Tabiteneva) - (181)
- 1882 - C. of Olney shows signs of being Christian and is courageously opposed - (185) & (186) (187)
- 1883 - old man in charge of Pancha (187) Pers low
- 1889 - Little mass in stopping drinking, dancing & gambling in Tabiteneva - (193)

1901 - abenara. "Heathen worship and customs are prohibited by law now, and even if Robert Louis Stevenson could return now, he could not upset our work, as he did ten years ago."

1886 - Nan Teitei (Chief of Betontae) dies

1891 - Tamaa chief died in his yurt. His secretary loses laws, so he asked them. Notes on written in his book. He also keeps dictated 24 laws and they were written down in red ink.

ANGLO-AMERICAN CLAIMS

1866 - Chief of Betontae tobacco and toddy. F/8 (yellow)

1878 - Kara II corrected and adopted code of written laws. F/8 (yellow)

1876 - First yurt school in Abenara. F/8 (yellow)

Boston mission and laws

1852 passed to free no laws in the

Fear lest polygamy would be abolished

G. S. G. , Albany , p. 63.

The Ben Island Sanctuary.

When a murder has been committed by anyone on the island he would run to the kawa of Kenko, Te Mami, where he was quite safe. At Te Mami in the roof of a certain house was a ghostly wooden knife, Te Buto, which would go forth and kill anyone who persecuted the murderer there. Kabwanga, the ghostly brother of Te Mami, owned the knife.