

AMERICAN ACTIVITIES

in the

Central Pacific

1790–1870

*A history, geography and ethnography
pertaining to American involvement
and Americans in the Pacific
taken from contemporary
newspapers etc.*

Volume 1

EDITED BY
R. GERARD WARD
*Department of Geography
University College London*

INTRODUCTION BY
ERNEST S. DODGE
*Director, Peabody Museum
Salem, Massachusetts*

THE GREGG PRESS / RIDGEWOOD, N. J.

D4
21
.W24
v.1

Copyright © 1966 by THE GREGG PRESS, INC.
Library of Congress Catalog Card No. 66-28171
Printed in the UNITED STATES OF AMERICA
Manufactured by ARNO PRESS, New York

Design /
Leslie Pap

EDITORIAL PREFACE

The material on which these volumes are based, consists of over 6,700 quarto pages of single-spaced typescript. Virtually all are carbon copies on very thin paper. In general the legibility is fair and although the typescript is often blurred, it is very rare for a line to be indecipherable. For many years the typescript has been held by the Peabody Museum, Salem, Mass., where it was bound in 17 loose-leaf files with the reports arranged in alphabetical order, by name of island or vessel referred to in the text.

Most of the reports, which, when duplicates and similar accounts from different sources are removed, number over 2,000, are taken from newspapers held in Massachusetts libraries. The majority of the reports were published in Massachusetts, but some were derived from papers published in Honolulu, San Francisco, New York, Washington and other centers. A few reports consist of articles from periodicals and one is made up of short extracts from a book. Although, over 1,000 log books were apparently scanned by project workers, no material from these is to be found in the extant typescript.

The time span covered by the project was initially 1790 to 1870 and the majority of the reports fall within these limits, but a few are dated between 1871 and 1877. Similarly, although the geographical limits of the project were supposedly carefully defined and restricted to the 'Central Pacific,' many reports deal with islands and localities in other parts of the Pacific Basin. Due to faulty identification by project workers, approximately 60 reports are included which deal with islands in the Atlantic or Indian Oceans, and these are printed as an appendix in the last volume of this work.

It is difficult to assess the completeness of this typescript as a record of news about the Pacific which appeared in Massachusetts's newspapers between 1790 and 1870. A number of news items quote other newspapers as the source of their information but the project

records do not always include these originals. This is particularly so in the case of the *Nantucket Inquirer*, which is often quoted as an original source. Another source of omission is careless checking by project workers, though how serious this was is difficult to judge. Some workers, however, were prone to omit parts of a news item. For example in the case of the report printed here as FAKAOFO 1, from the *New Bedford Daily Mercury*, Oct. 20, 1835, the full text is as follows, but the worker who transcribed from the copy in Boston Public Library omitted all the words given here in italics:—

On the 14th Feb. 1835, Capt. Smith discovered an island, in lon. 171 08 W. 1st. 9 23 S. by chronometer, not laid down in any chart, to which he gave the name of D'Wolf's Island; it appeared to be well wooded; when about 3 miles distant, he was chased by about 30 canoes.

A more serious omission is that of the report printed here as GILBERT ISLANDS 5, where, from a series of reports from several successive issues of *The Friend*, only a few lines were copied. Wherever errors of omission or commission were suspected and could not be checked against copies made by other workers, the original newspapers have been consulted and this fact indicated in an editorial note. Another unfortunate habit of some project workers was to break up a single article into separate reports, each giving only the information relating to a particular island or ship. Wherever possible such reports have been checked against the original newspapers and printed in these volumes in their original, complete form. Lastly it is clear that the workers were selective in the material they copied, as, for example, not all arrival and departure to and from the Pacific were recorded while data from the lists of the reported locations of whaleships published regularly in the *Whalemen's Shipping List*, New Bedford were never extracted. It is evident that in the case of *The Friend*, Honolulu, only a small proportion of the information on the Pacific Islands was copied

by the C.P.I. workers. But apart from cases where specific errors or omissions were suspected it has been impossible to check all the reports against the original newspapers, or to search for additional reports missed by the project workers.

In preparing the typescript for publication, the first step was to remove duplication. In general, any report which mentioned, say, two ships and three islands, was copied five times and filed under the name of each island and each ship. If three newspapers carried the same report, then there might be 15 or more copies scattered through the 17 volumes. In the present work a report is printed only once, with an editorial note giving reference to any other newspapers carrying the same information. All editorial notes added by me are printed thus: [This report has been checked . . .]. These editorial notes describe the alternative reports as either 'identical' or 'similar.' A report is described as 'identical' if the text is the same in every respect, including punctuation, to that printed here. If the text is essentially the same, with the only differences being in punctuation, in abbreviations (e.g. 'Capt.' for 'Captain'), or in variant spellings (e.g. 'barque' for 'bark'), then the report is described as 'similar.' Where there is an omission (or, rarely, an addition) of fact, or names are spelt differently, this is noted and the report described as 'otherwise identical' or 'otherwise similar' as the case may be.

Where a number of identical or similar reports exist from different papers, the practice has been to print that of the earliest date unless this is impractical for reasons such as illegibility of the typescript, or unless one of the later reports gives additional information. Where reports give different or additional facts or opinions about an event all variant reports are printed.

Generally a report is printed under the name of the island for which most information is given, or if no distinction can be made on this basis, then the report is placed under the name of the first-mentioned island. Occasionally, a report which is one of a series on a particular event may be placed with the other related reports even

though it does not mention the specific island by name. When a report deals with many of the islands of a group (e.g. Society Islands, Fiji, Micronesia) the report may be printed under the group name. Reports which do not mention any particular island, reef, or coast are given under the heading PACIFIC. Reports referring to any part of the mainland of a country bordering the Pacific are given under the name of that country. An index in the last volume of the series gives references to all reports referring to each island. Similarly names of ships and of individuals are indexed. A series of reports on an island, or island group, are printed here in order of date of publication.

The typescript of each report consists of two parts. First, the text as copied from the newspaper, and second, explanatory data added by the project workers (Figs. 1 and 2). The texts of the reports are printed here exactly as they appear in the original typescript. No omissions or changes have been made, even where this means reproducing an obvious spelling, punctuation, printing or typing error. If, however, the error alters the meaning of the passage, and if alternative versions are not given in other copies of the same or similar reports, then the original newspapers have been checked, as described above. In a few instances where it was found that the C.P.I. worker had copied only part of a report from a newspaper, or periodical, the whole report is now given. Editorial notes indicate where this has been done.

The explanatory data have, however, not been reproduced in full. This data falls into two sections. As *Figs. 1* and *2* show, the original form on which the top copy of the report was made, provided spaces for a number of items of information to be added above the text. At the end of the text, space is provided for a 'C.P.I. Ed. Note,' for the names of the copyist, proofreader and editor, for the date (of making the copy?) and for a report number. These groups of explanatory and editorial data have been treated as follows:

'Islands Visited'

This entry is covered by the island name under which the report is printed and, for

CENTRAL PACIFIC ISLANDS DATA
Form No. 1-4

Islands Visited: **GUANO** Vessel: _____ Date of Visit: _____
Location of Islands: _____ Rig: _____ Hailing Port: _____ Tonnage: _____
Source of Information: **The Daily Mercury** Where Published: **New Bedford, Mass.**
Date of Issue: **November 18, 1888** Vol: **XXVI** Page: **1** Column: **2**
City or Town: **New Bedford** Custody: **New Bedford Public Library** Library Call No: _____ Files: _____
Author: _____
Title or Subject: **A PRESENT FROM UNCLE SAM.**
Subject Matter: _____

We learn that Capt. Michael Baker, of South Dartmouth, and the estate of the late Capt. Thomas D. Lucas have received from the government of the United States \$6000 each, for the discovery of guano islands in the Pacific Ocean some years since.

C.P.I. Ed. Note: The above article may possibly refer to the discovery of Guano on Jarvis and Baker Islands rather than the discovery of unknown islands.

See Reports

Checked by: **P. D. Brown** Copied by: **W. G. Chace** Report No: _____
Edited by: **D. F. Sheehan** Date: **July 8, 1940** Proofread by: _____
B. E. T.

Central Pacific Islands data: Mass. State WPA Project 20631; Federal No. 65-3-14-400. \$15.40

A few copies of the original report forms are found with the carbon copies held by the Peabody Museum of Salem. This form provides an excellent example of the preparation of a C.P.I. Ed. Note, but is incomplete in other details.

- other islands mentioned, by the index of islands in the last volume.
- 'Location of Islands' As this information is provided again in the *C.P.I. Ed. Notes*, it has not been reprinted in the headings of the reports.
- 'Vessel' This information, where given, was taken directly from the report text and is therefore not reprinted separately in these volumes. The index of ships does, however, cover this item.
- 'Rig,' 'Hailing port,'
'Date of Visit,' and 'Tons.'
- Where given, these items have been taken directly from the report text and are therefore not reprinted here.
- 'Source of Information'
- The name of the newspaper, periodical or book is printed here exactly as given in the report form. This means that the same paper may occasionally appear with a different title. For example *The Atlas* is occasionally entered by a C.P.I. worker as *The Boston Atlas*. In a few cases where the C.P.I. worker has abbreviated the newspaper title (e.g. '*Boston Daily Adv.*'), the full title is printed thus: '*Boston Daily Adv[ertiser]*' — making clear what has been added by me.
- 'Where Published'
- This information is printed, except where the place of publication is given in the name of the newspaper, e.g. '*The Daily Mercury, New Bedford, Mass.*' or '*New Bedford Mercury.*'
- 'Date of Issue'
- This is always printed.
- 'Vol: Page: Column:'
- These are always given on the same line as the date, with arabic figures being used throughout. The form is: 'Nov. 18, 1858: 26, 1, 2.'

The Reports

'City or Town'	This refers to the location of the library and as this information is provided in the list of libraries published in each volume, it is not reprinted with each report.
'Custody'	This item, giving the name of the library, is replaced by the library's National Union Catalog Symbol, a list of which is printed in the introduction to each volume.
'Library Call No.'	This is not reprinted as it is often omitted in the typescript and is often no more specific than 'Files.'
'Author'	When this information is given it is usually taken from the report text and therefore is not reprinted here. However, in the few cases where it is not taken from the text, it is printed along with the report headline.
'Title or Subject'	This normally consists of the report headline and it is printed in full.
'Subject Matter'	This is rarely filled in in the typescript except with the report headline, which is printed in full.
'C.P.I. Ed. Note:'	These notes provide two classes of explanatory information (<i>Figs. 1 and 2</i>). First there may be a comment on the source of the report and on whether it is copied for a single report or several reports filed under different island names. Typical entries are: A. 'The text of this report is one item in a news column headed "Shipping Journal," the rest of which is irrelevant.' B. As for A, but with additional sentence, 'Full text is used for a separate report on islands and vessels mentioned.'

C. 'The text of the above report is a copy of an item in a newspaper column, taken for a single report [or 'for separate reports'] on the islands and vessels mentioned, the rest of which is irrelevant.'

Entries of type A, are printed in full.

Entries of type B are shortened, because separate reports are not printed here and the last nine words of the second sentence are therefore meaningless in the present context. The omission is indicated thus: 'Full text is used. . . .'

Entries of type C, are treated similarly to those of type B, for the same reason. They are printed in the form 'The text of the above report is a copy of an item in a newspaper column, . . . the rest of which is irrelevant.'

The second form of entry in the C.P.I. Ed. Note generally gives the location of the island concerned, and sometimes adds information on the discovery or description of the island or group, taken from a standard reference such as Findlay's *Directory of the South (or North) Pacific Ocean*. The same entry may appear at the foot of many reports dealing with the particular island or group. Instead of repeating the whole entry each time, it is printed with the first report under which it appears in a series on one island and in later reports of that series it is replaced by a reference to the report under which it is given. This reference is in the standard form, 'For C.P.I. Ed. Note see BAKER 1; or, where part of the note is printed, 'For additional

160°

214

5°

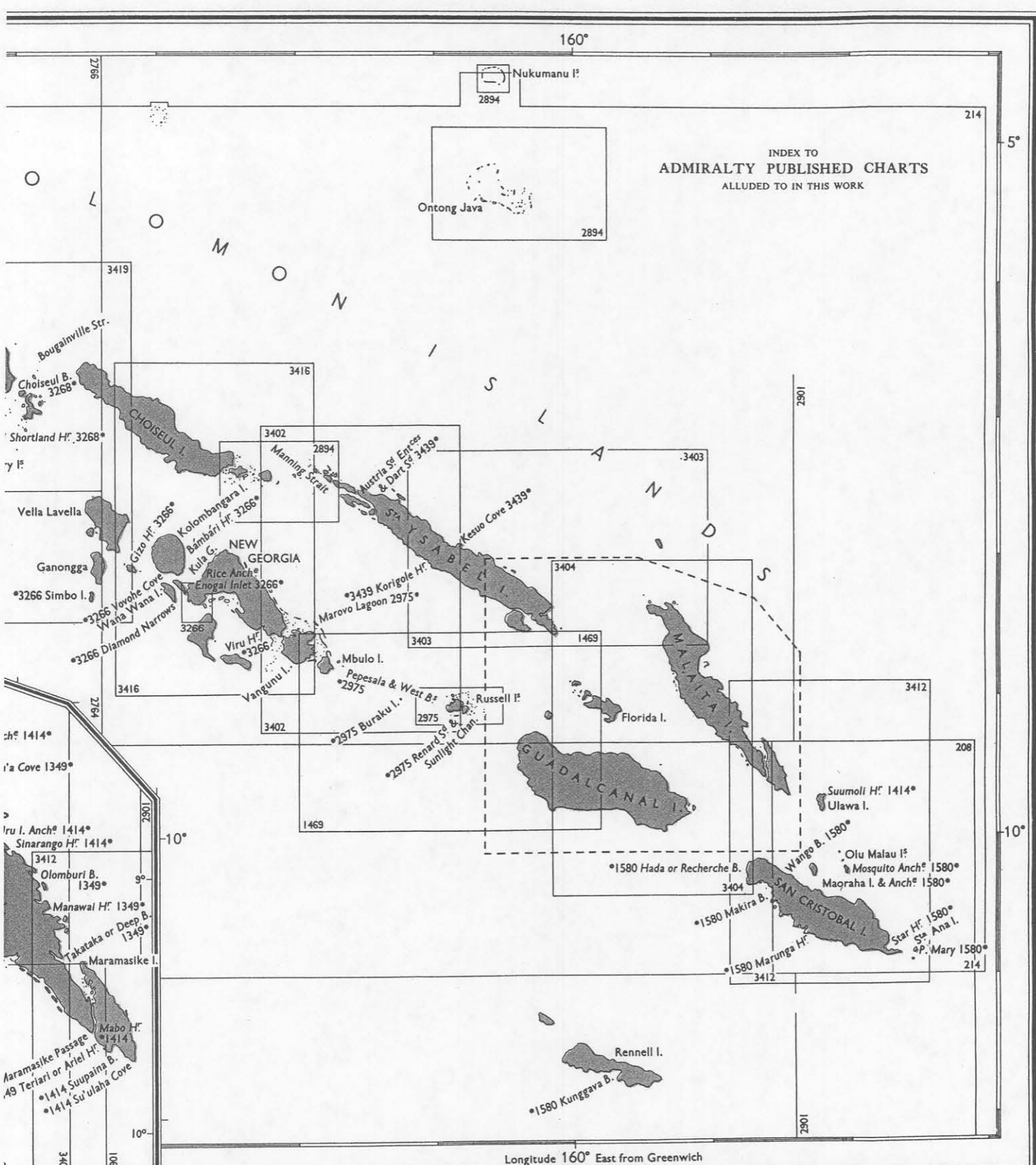
INDEX TO
ADMIRALTY PUBLISHED CHARTS
ALLUDED TO IN THIS WORK

Ontong Java

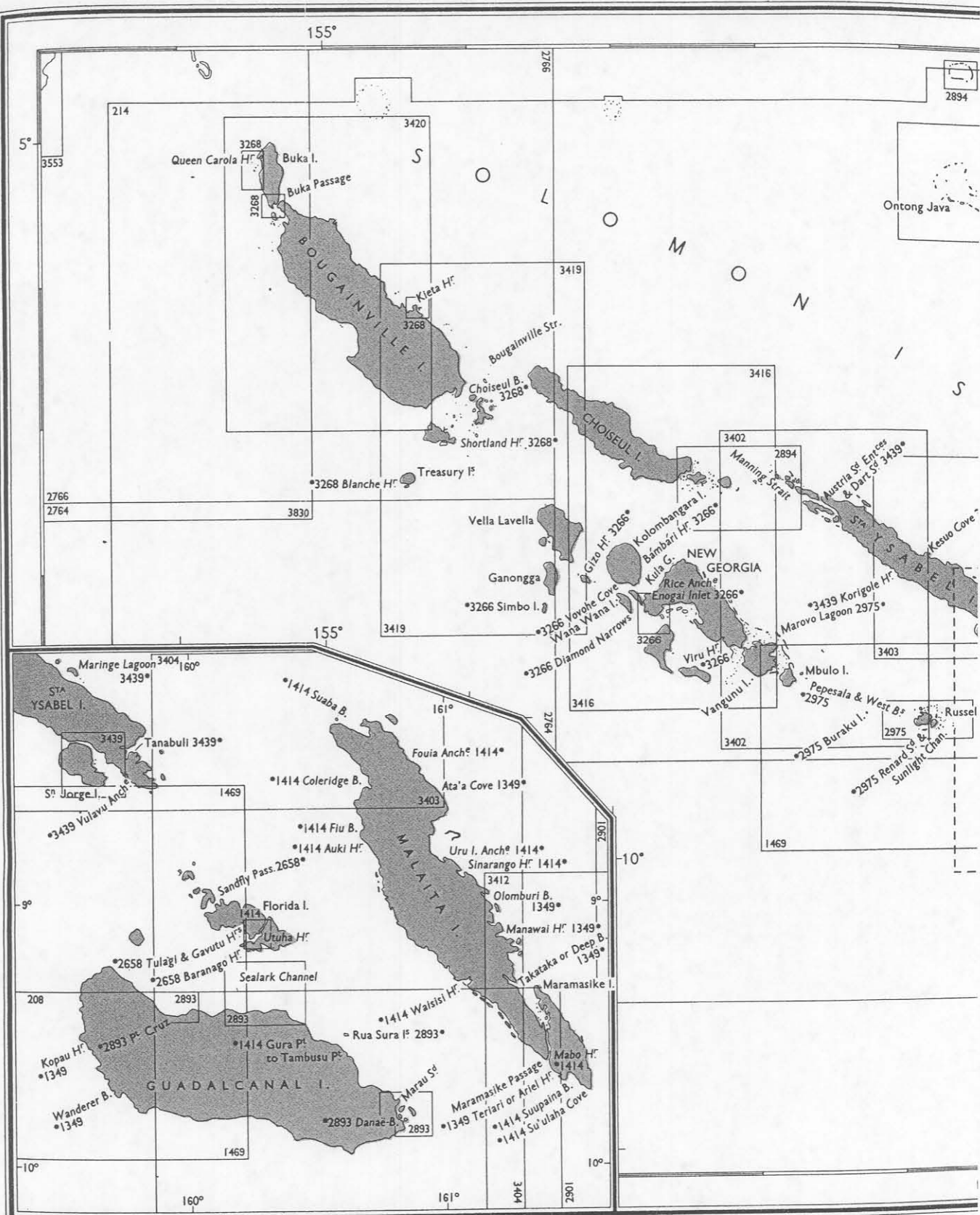
2894

Nukumanu I^s

2894



Longitude 160° East from Greenwich



The Reports

C.P.I. Ed. Note see BAKER 1.' Where a report as printed represents a number of articles from separate papers, or several copies from the same paper, the factual material from all the relevant *C.P.I. Ed. Notes* is accumulated and printed as one *C.P.I. Ed. Note*.

'Copied by': 'Checked by':
'Edited by': 'Proofread by':
and 'Date':

Instead of printing the names of the workers under each report, which would result in omissions due to the removal of similar and identical reports, a list of all persons known to have worked on the project as editors, checkers and proof-readers is given in Volume 1.

'Report No':

The number of the reports appear to have been in two sequences, one prefaced by the letter W. These latter appear to consist of reports dealing with whaleships, though not all whaling reports are so numbered. Otherwise, it appears that the numbers are simply the order in which the reports were typed. They do not represent the order in which the reports were arranged. As the numbers appear to have no relevance for the present publication, or for any other purpose, they have been omitted.

In preparing the typescript for publication it has been necessary to check many of the identifications made by the C.P.I. workers. Some were very obviously wrong, as in the case of the ship *Arkansas*, which while anchored in San Francisco harbor, dragged her anchor and was wrecked on Bird Island, which the C.P.I. worker identifies as Reitoru (Bird) Island, approximately 4,000 miles away! In other cases some doubt remains about the precise location of the events recorded. In these cases this doubt is indicated in an editorial note.

In checking identifications and island names the following are the main sources referred to:—

- | | |
|--|---|
| Maude, H. E. 1959 | ‘Spanish Discoveries in the Central Pacific. . . .’, <i>Journal of the Polynesian Society</i> , Vol. 68, pp. 284–326. |
| “ “ 1961 | ‘Post-Spanish Discoveries in the Central Pacific,’ <i>Journal of the Polynesian Society</i> , Vol. 70, pp. 67–111. |
| Naval Intelligence
Division (N.I.D.)
1943–1945 | <i>Pacific Islands</i> , Vols. I–IV, [?London]. |
| Hydrographic Department, Admiralty,
1956–1957 | |
| Robson, R. W. (Ed.)
1959 | <i>Pacific Islands Pilot</i> , (P.I.P.) Vols. I–III, Eighth Edition, London. |
| Seltzer, E. (Ed.) 1952 | <i>Pacific Islands Year Book</i> , (P.I.Y.B.), Eighth Edition, Sydney. |
| Sharp, A. 1960 | <i>The Columbia Lippincott Gazetteer of the World</i> , New York. |
| Wolff, F. von 1929 | <i>The Discovery of the Pacific Islands</i> , Oxford. |
| | <i>Der Vulkanismus</i> , Bd. H, Stuttgart. |

When the sources are quoted in editorial notes the ‘Harvard System’ of referencing is used and the name of author (or letter abbreviation e.g. *P.I.P.*), date and page number(s) are given in brackets in the text.

A problem arises from the variety of names which have been given to many of the islands by indigenes, Europeans, and Americans. Reports are listed under the names of islands or groups in common use today, and where more than one name is still current, that which is used in the *Pacific Islands Pilot*, or in the *Pacific Islands Year Book*, has been adopted. Spellings in the headings conform to those given in these sources although names in the text and C.P.I. Ed. Notes remain exactly as in the original reports.

CENTRAL PACIFIC ISLANDS DATA
Form No. 1-A₁

Ponape

Islands Visited:

(SKIVEN) (?) (Ponape) (?)

Vessel:

RAMBLER

Date of Visit:

1831

Location of Islands:

Lat. 5° 56' N.
Lon. 158° 25' E.

Reg:

Mailing Part:

Tons:

Source of Information:

Where Published:

Date of Issue:

Vol:

Page:

Column:

City or Town:

Custody:

Library Call No:

Author:

Title or Subject:

Subject Matter:

C.P.I Ed. Note:- The above is part of a lengthy newspaper article ~~which~~ names several other islands visited by this vessel.

Present day Yap Island is approximately 600 miles from above position, ^{by (look up)} while "Ponape Island" is ^{425 (look up)} 5° 56' N, 158° 25' E, northeast end, H.O. Chart, No. ~~155~~ ¹⁵⁵ (H.O. Pub. No. 155, Vol. 12, 4th ed., 1936, p. 2). ~~See also~~ ^{THE LATTER} ~~the~~ dimensions given ~~above~~; while the "Ant Islands" (Andora) and Atoll group, 8 miles off the southwestern end of Ponape, ^(P. 22) may be those described ^{in the the newspaper} ~~above~~ ¹⁵⁵.

ALSO

Antora

(Anto or Andema)

See reports # Nos.

Copied by:

Date:

Proofread by:

Checked by:

Edited by:

Report No:

A completed report form.

In preparing these volumes for publication I have received the help of a number of people and I should like to thank the Librarians of the following libraries for providing copies of original newspapers; —

AMERICAN ANTIQUARIAN SOCIETY, WORCESTER
 BOSTON PUBLIC LIBRARY
 CONGREGATIONAL LIBRARY, BOSTON
 ESSEX INSTITUTE, SALEM
 MASSACHUSETTS STATE LIBRARY
 NEW BEDFORD FREE PUBLIC LIBRARY
 PEABODY MUSEUM, SALEM
 WIDENER LIBRARY, HARVARD UNIVERSITY, CAMBRIDGE

In checking the location of some reports I received help from Dr. Alaric Maude, Department of Geography, University of Tasmania, and Stuart C. Sherman, Providence Public Library, Providence, R.I.: The Chief Librarian, Union Catalog Division, Library of Congress, provided the list of National Union Catalog symbols: John K. Sansom, Gregg Press Ltd., arranged for the retyping of the text and gave his advice and assistance in many other ways; my father, Ralph H. Ward, prepared the list of project workers and he and my wife assisted with the checking of the re-typed text. Lastly I should like to thank especially, Ernest S. Dodge, Director, Peabody Museum, Salem, for allowing the typescript to be brought to England for editing, for writing the Introduction to these volumes, for providing copies of newspapers for checking, for doing the final proofreading, for selecting the illustrations, and for helping in many ways to make our visit to Salem in the summer of 1964 so pleasant.

University College London
 May 20, 1966.

R. GERARD WARD

ISLANDS
Featured in This Volume

ABAIANG
ACTAEON GROUP
AGRIHAN
AITUTAKI
AKIN REEF
ALBEMARLE (Isabela)
ALFRED REEF
AMAMI O SHIMA
AMBRYM
ANGAUR
ANUDA
ARANUKA
ATA
ATAFU
AUR (Aurh)
AUSTRALIA
AVON
BAKER

KEY TO HEADING INFORMATION

EXAMPLE

- [a] STARBUCK 35
- [b] *Daily Atlas*, [c] Boston, Mass.
- [d] Apr. 10, 1837: [e] 5, [f] 4, [g] 3
- [h] MHi

- [a] Island name and serial number of report.
- [b] Name of newspaper or periodical.
- [c] Place of publication. Not printed if given in name of newspaper.
- [d] Date of publication.
- [e] Volume of newspaper.
- [f] Page of newspaper.
- [g] Column(s) in which report appears.
- [h] National Union Catalog symbol of library holding newspaper.

AMERICAN ACTIVITIES in the Central Pacific

1790–1870

*A history, geography and ethnography
pertaining to American involvement
and Americans in the Pacific
taken from contemporary
newspapers, etc.*

Volume 3

EDITED BY
R. GERARD WARD
*Department of Geography
University College, London*

INTRODUCTION BY
ERNEST S. DODGE
*Director, Peabody Museum
Salem, Massachusetts*

THE GREGG PRESS / RIDGEWOOD, N. J.

D4
21
,W24
v.3

Copyright © 1967 by THE GREGG PRESS, INC.
Library of Congress Catalog Card No. 66-28171

Printed by

MCQUIDDY PRINTING CO., NASHVILLE, TENNESSEE
represented by RAY FREIMAN & COMPANY, New York

in the Central Pacific

HELEN REEF 1

Independent Chronicle, Boston, Mass.

Apr. 15, 1811: No. 3, 129, 2, 4

MNBedf

[Identical report in *New Bedford Mercury*, Apr. 19, 1811 (MNBedf).]

Navigators are desired to take notice, that the ship *Martha* was lost in July, 1810, upon a Shoal, before undiscovered, lying northward and eastward of the Island of Gillolo, in latitude 3, north and longitude 131,45 East. The Shoal is of considerable extent in the fair way of vessels making the Gillolo Passage to China.

C.P.I. Ed. Note: The text of this report is one item in a news column headed "COMMERCIAL AND SHIPPING INTELLIGENCE," the rest of which is irrelevant.

This is probably Helen Reef on which the *Martha* was lost. "Helen Reef (northend, 2° 59' N., 131° 49' E., H. O. Chart 5426) about 35 miles east of Tobi Island, is an atoll reef about 13 miles long in a north and south direction. . . . The greater part of the reef is submerged, and sometimes at high tide when the sea is smooth no breakers are seen. It is dangerous to approach at night or in squally weather. A wreck lies on the southwest side of the reef." (*H.O. Pub. No. 165, Vol. I, 4th ed. 1938, p. 555.*)

AMERICAN
ACTIVITIES
in the
Central Pacific

1790–1870

*A history, geography and ethnography
pertaining to American involvement
and Americans in the Pacific
taken from contemporary
newspapers, etc.*

Volume 5

EDITED BY
R. GERARD WARD
*Department of Geography
University College, London*

INTRODUCTION BY
ERNEST S. DODGE
*Director, Peabody Museum
Salem, Massachusetts*

THE GREGG PRESS / RIDGEWOOD, N. J.

DU
21
.W24
v.5

Copyright © 1967 by THE GREGG PRESS, INC.
Library of Congress Catalog Card No. 66-28171

Printed by
MCQUIDDY PRINTING CO., NASHVILLE, TENNESSEE
represented by RAY FREIMAN & COMPANY, New York

PALAU 3

Boston Daily Atlas
 Aug. 10, 1833: 2, 2, 2
 MHi

[Identical report in *Salem Gazette*, Aug. 13, 1833 (MSaE).]

LOSS OF THE SHIP MENTOR OF NEW BEDFORD

The Philadelphia Gazette of Wednesday, contains a letter from the Captain of the whale ship Mentor of New Bedford, from which we glean the following particulars. The ship ran on the rocks of the Pellew Islands, on the night of the 21st of May 1832 and the crew were saved by taking to the boats. One seaman, only, William Jones of Boston, was lost. At daylight, discovering part of the reef dry, they directed their course to it, where they passed that day and the following night.—The next morning they were visited by a number of canoes full of natives of a neighboring island, for the purpose of plunder. The crew were finally robbed of their clothing and left almost naked. They remained on the island about six months, and then having prepared a canoe, with provisions and water for twenty days, they took their departure. After being at sea thirteen days, they saw land, and their supply of water being nearly exhausted it became necessary to run the risk of going on shore. They no sooner reached the shore than they were boarded by the natives, stripped of their clothing, and thrown into the water. At length they were carried ashore, supplied with water and food and treated kindly.

They were compelled to stay on the island from the 6th of December until the 3rd of February, on which morning a large ship was seen standing towards it. An alarm was immediately

given and preparation made by the natives for boarding. Captain Barnard was ordered to stay on shore, but telling them he could get them some iron, an article which they value highly—they consented that he might go with them. After the boats were near enough to hail the ship, Captain B. desired to be taken on board, which being granted, he found her to be a Spanish ship from Bengal for Macao, on board of which he was received and treated with the greatest kindness. A seaman, Bartlett J. Rollins of Bangor, the only one of the crew who was permitted to go off in the boats, was likewise taken on board. The remainder were left on the island, the Captain of the Spanish ship being unwilling to stop twenty-four hours to get them.—Captain Barnard and Rollins were carried to Macao, whence they reached Canton and took passage home. The statement in the *New Bedford Gazette* that the remainder of the crew are lost, is incorrect according to the letter of Capt. Barnard. The ship was owned by William R. Rodman of N. Bedford and insured at the Mechanics' office of that town for \$10,000.

C.P.I. Ed. Note: The text of this report is one item in a news column headed "LOSS OF THE SHIP MENTOR OF NEW BEDFORD," the rest of which is irrelevant.

Pellew is also spelled Pelew.

Lat. $7^{\circ} 19' N.$, lon. $134^{\circ} 28' E.$ (*H.O. Pub. No. 165, Vol. I, ed, 1 1933, pp. 548-9.*)

PALAU 4

Boston Daily Advertiser and Patriot

Aug. 12, 1833: 42, 1, 4

M

LOSS OF SHIP MENTOR

Loss of Ship Mentor.—Extract from a letter of Capt. E. C. Bernard, of Ship Mentor, lost on the Pelew Islands.

“At 11 P.M. 21st May. 1832, the ship struck on the rocks; (the noon before the lat. by account was I think 8 50 N. and the long. 132 20 E. showing that the ship had been acted upon by a very strong current) in a moment all the crew were running to clear the boats, and it was with difficulty that any of the men could be kept out of the one boat that got off.

The waste boat being stove by the sea when the ship struck. In the boat that got clear, went the following persons: Thomas W. Colesworth, Peter O'Connor, Benjamin F. Haskell, David Jenkins, James Holiday, Augustus Malorz, and Lewis Berguin.

“After the boat was off, I cut away the masts to ease the ship, as she thumped heavily and the sea flying clear over her; she then appeared to get bedded in the rocks and labor less. In about an hour I observed the deck to rise fast and fearing she would part before morning I endeavored to get the other boat off, but lost her by the sea, and at the same time lost William Jones, of Boston.

At daylight saw an Island to the S.E. and a part of the reef dry, distance 3 or 4 miles; after much trouble, got out the only remaining boat and succeeded in reaching the dry part of the reef. Where we spent the day and following night.

On the 23rd at daylight we saw a number of canoes coming towards us, the nearest of which landed and immediately began to plunder, and inquiring for muskets; having informed them of

the number on board, they left us and proceeded to the ship. After being left to ourselves, we launched the boat, put in what things we had left, which were a few clothes, a box of bread and keg of water, and pulled for the Island of Kyangle; when near half way a canoe came along side and offered to take us in tow which was cheerfully agreed to.

After towing about two miles, they lowered down their sail, hauled the boat alongside for the purpose of plunder if not murder.

On perceiving their intentions I ordered the warp cut and threw some clothes overboard, and then took to the oars, which being done and taxing the boat's head to the windward (the wind at the time being light) we got clear of them, and continued to pull to the S. all day; before night we saw the Island of Banbelthonap; towards morning finding myself nearly surrounded by breakers, for safety I had the line that was in the boat thrown over and fortunately it hooked to a rock where we lay till daylight, then got underway and pulled to the south the land appearing but a short way off; but owing to the extreme heat and the scarcity of water, our progress was very slow; about noon we landed on a small island and found water; while there another came and plundered us; after they left we steered off to follow them; but before reaching the shore saw several canoes coming towards us, and on their getting alongside began the third section of plunder, which when closed left most of the crew naked; but they left me a shirt, for which I wish to express my thanks.

On landing I found assembled a number of Chiefs who interrogated me relative to the ship, voyage, and where the ship was; after they were satisfied they gave us drink, and offered food which was refused.

Of the manners of the people I would remark that they go entirely naked, that is the men (the women wearing a mat

around their loins,) and that they are of a savage and warlike disposition, always going armed with spears and swords.

Their treatment to me and my crew was of the most hospitable kind, not only sharing what they might have, but giving up the best house in the town to us, and furnishing us with pigs and goats when they had not fish.

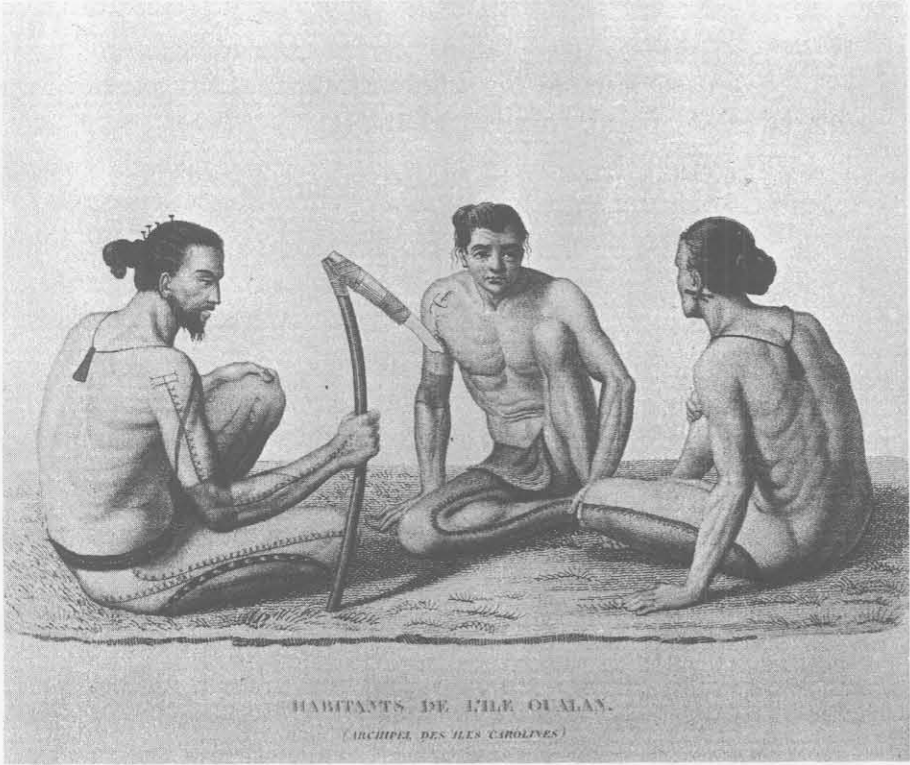
In consequence of our situation, they offered to build a boat, but had to give it up for want of fastenings; they then built a large canoe, procured a quantity of nails from the ship, with which I repaired the whale boat, and furnished with cloths and other necessaries.

The canoe being finished we only waited for the easterly winds; when I was told that six of my crew must stop, and six Chiefs must go with me. When I asked the reason of that order I was told that Capt. Wilson, did so at Corror, and that these men must stop with them till they got their pay; but what was to be their pay—and who was to pay them?—why the English gave muskets to Corror for doing the same, and they expected to be treated in the same manner.

After many long and tedious arguments, they at last consented that all might go but three, with taking three of the Chiefs.—I told them in substance as follows, that I was a stranger to their manner of arguing, that it was a long way to my Country, and that for them to think that I could take these men with me was impossible. I could not pay for a passage for them, and no one would take them without.

Arguing was vain, I was told that if these men did not go the canoe should be broke up, and we should all stay. Finding that they were determined to have their own way, I yeilded with as good a grace as possible, but telling them they would get nothing from me, as I had nothing they wanted; but that if they kept any of my crew and sent their own people, I would do all I

in the Central Pacific



HABITANTS DE L'ILE OULAN.
(ARCHIPEL DES ILES CAROLINES)

Caroline Islanders (Kusaie). Duperrey, *Voyage . . . de . . .*
La Coquille (Paris, 1826) Atlas Historique, Plate 51.

could to get along, and that Government should be informed of what they had done for me, which perfectly satisfied them.

They then selected my brother-in-law, James Meader, to stop, and the other two I might select, but as the time drew near for preparing, as the winds were to be our guide, Horatio Davis, of Cambridge, and Calvin Catlin, of Fairhaven, volunteered to stop, not liking to go in the canoe.

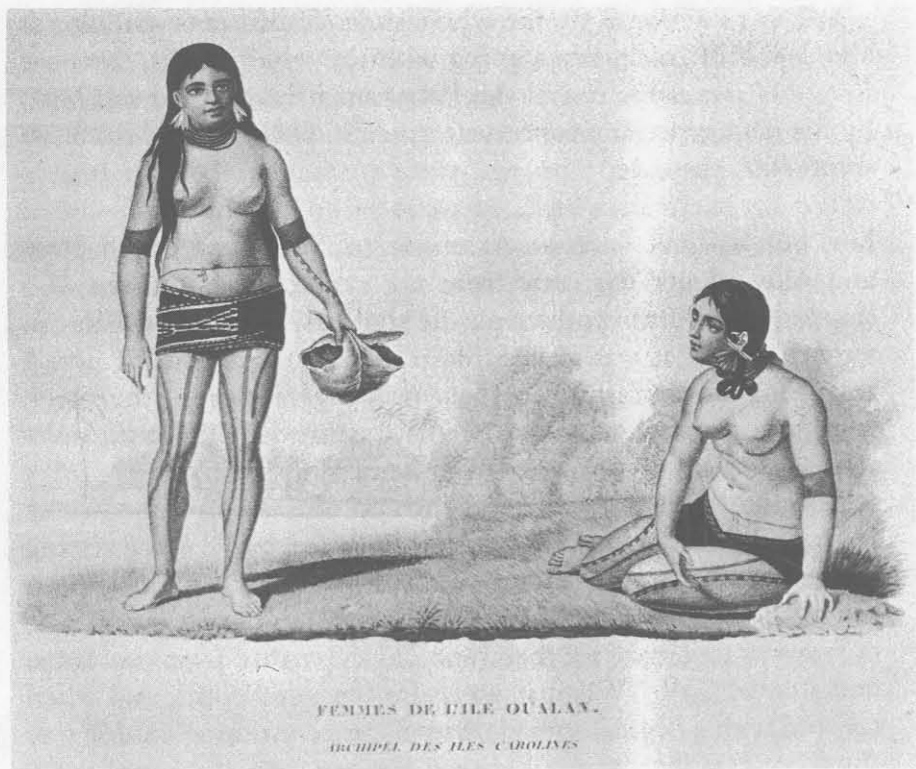
The 15th of Nov. we began to prepare the boat and canoe, getting provisions and other necessaries, and on the 23d, I left Pelew in the whale boat, taking with me Horace Holden, Bartlett J. Rollins, of Bangor, Sergo Mute, of Portsmouth, and in the canoe went Charles R. Bowkett, of London, Wm. Siddon, of Manchester, Milton P. Hewlett, of Mass. and Peter Andrews, also two Chiefs and one man of the Islands.

At sunset, N. point of Pelhon bore E.S. E. distance 20 miles. At Night, 23d Nov., I found myself at sea in an open whale boat and in company with a canoe with provisions and water for 20 days, without any means of finding my situation at any time, only having a compass, and 600 miles from any land where I could stop at with safety.

Ternate being the nearest port. After getting clear of the reefs I steered S.W. the sailing very heavy: at 7, P.M. the rudder unhung or rather the eyebolt drew out and we could not get it replaced before dark, and accordingly was obliged to lay by till morning loosing a night's run, with a strong breeze at N.E: through the night it rained heavy, attended with thunder (which drew from some of the crew the remark "that if I were at Pelew I would wait till some ship came there.")

For myself I can but say that my situation was not the most enviable; but when the day dawned the rain ceased, and the wind moderated; we got the rudder hung and went from that time till the 29th; the winds were light and flattering, the boat was nearly tight, but the canoe leaked much.

in the Central Pacific



Caroline Islands women. Duperrey, *Voyage . . . de . . . La Coquille* (Paris, 1826) *Atlas Historique*, Plate 52.

I was steering S.W. the whole time for Morts or Gillolo; at about 8. P.M. 29th, when going with the wind abeam, the boat in tow of the canoe one of the Pelew men tending the sail boat, by his negligence the canoe was upset so far as to fill; the mast went over the side, then she came up on her bottom full of water; for more than an hour we stoved to get the water out of her, but without success. At about 10.P.M. came on to blow and rain. I got the crew from the canoe, all but three who stopped till morning; through the night the canoe had been so wrenched that it was impossible to get the water out of her; I then took all hands into the boat (making 11 eleven) then took in as much water and provisions as was prudent (I would mention that the water was in large bamboos cut in lengths of 4 joints, and that the provisions consisted of cocoa nuts, and some fresh park, fried and packed in jars with the fat.) After getting in the provisions and water, and throwing every thing of weight out of the boat that could be spared, saving only a shirt and pair of trousers to a man, we then took our departure from the canoe and steered S.W. When it was calm we would pull, and when favored with a breeze, spread our sails; we continued on this way the 6th December, at day light we saw the land, distance bout 6 miles; at the same time the wind was light and pleasant; in a short time I saw a number of canoes under way, and coming towards us; escape was impossible had we been so minded, but water we must have at the risk of our lives; but our deliberations were short, for the canoes were coming up fast, though I kept on my course until within half a mile of them, when I steered direct for the nighest, and when within a few yards, they held up Cocoanuts and made signs of bartering and saying pecio, pecio; at the same moment a canoe on the other side of the boat was not only alongside, but into the boat and in less than five minutes the boat was a wreck, and all hands divested of all their clothing, and distributed in different canoes; some were

thrown overboard and came very near being drowned. After sharing out the things found in the boat, they put three or four men into her to take her ashore; the canoes then made sail for the Island which is a spot about three fourths of a mile long, and half a mile in width about three hundred inhabitants. As we came near to the shore I could see the women and children running along the beach dancing and capering and singing and hooting:

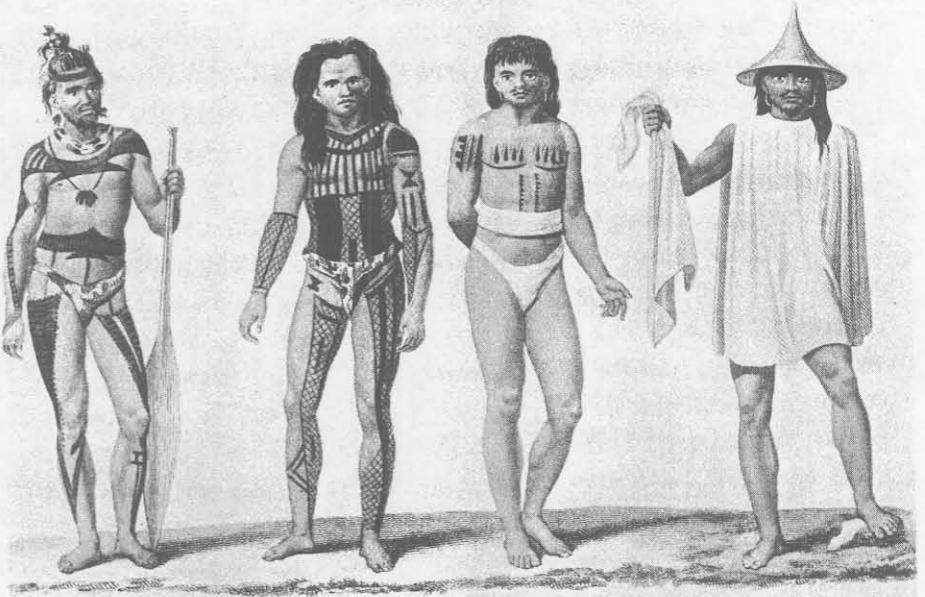
We were at length landed and soon supplied with food and drink. The island is low, surrounded with a reef, lying off from $\frac{1}{2}$ to $\frac{3}{4}$ of a mile from the shore, the men are a stout powerful race, the women were not. During my stay among them my treatment was generally good; They exacted nothing from me except once or twice to go with them to gather cocoanuts: but their curiosity was troublesome; as no respect was paid to age, the children were most annoying; their manner of living was the most filthy I ever saw, and the men assist in domestic affairs more than any savages that I ever heard of, and the contrast between this and Pelew was very great.

I was now wandering about a small Island, frequently hungry, and not knowing what Island it was, and no means of knowing: but I supposed that I had passed the West of Mortz, and that it might be Maggo and accordingly I thought that if I could be able to take a canoe I should steer first to the East for Ternate, but if I should not see land in twenty-four hours, I should steer S.W. knowing that I could not miss the land in that course; but the greatest objection to this was the difficulty we should have to get cocoanuts for a sea stock. Scarcely a day passed without some plan being proposed for our escape, not doubting our being able to get a canoe; but on the 3d of Feb, 1833, at day light a ship was seen to the South, steering direct for the Island with a prospect of fetching near the West side; in a moment from her appearance, the alarm was given, when were seen men,

women and children running from every direction, bringing their cocoa nuts to the beach and making preparations for boarding; my crew were all down on the beach and around different canoes, but I saw that my Friend did not intend for me to go off. I accordingly went to his brother's canoe, and as soon as she was through the surf, I got in, they got in their cocoanuts, then ordered me out, but I told them I could get them some iron if they would let me go, it being the most valuable article they can have; but no, that would not do, I must get out; but to get out would not do for me; two of them took hold of me for the purpose of throwing me overboard, when an old man told them to let me go; the sail was soon set, and we cut it gallantly through; the waves towards the object in sight; after getting through the surf, I looked back and saw that they had driven all on shore but one man beside myself; with what feelings I approached that ship no man unless he has been in a like situation can tell; but as she drew near I saw that she was a large ship with a crew of blacks, and I supposed she was a Dutch Ship with a crew of Malays. After I got near enough to hail, I requested permission to come on board; the Mizen topsail was hove to the mast, and on gaining the deck, I found her to be the Spanish ship Sabina, Captain Some, of Manilla, from Bengal, for Macao. Captain Some received me with the greatest hospitality, for which I return him my most grateful thanks. After a short stop he got Bartleet J. Rollins, of Bangor, from another canoe, being the only one who could get off besides myself. Captain Some having had a long passage and being short of provisions and water, could not stop to get the rest of the crew, as it would have detained him 24 hours. Captain Some furnished me with some iron hoops which I gave to those who took me off; a reward which was much more than they would have asked for us; but I believe the reason for not taking us all off was that they had stove my boat, they were afraid that it would be revenged. By

their getting so great a reward I have no doubt that the remainder of the crew will meet good treatment, and if any ship should pass near the Island will be taken off to her.

It was not until I got on board the Sabina that I found what Island I had been on; it was Lord North's, latitude 3 03 N. long. 131 20 East.



Caroline Islands men. Duperrey, *Voyage . . . de . . . La Coquille*
(Paris, 1826) Atlas Historique, Plate 57.

PALAU 5

Columbian Centinel, Boston, Mass.

Aug. 21, 1833: No. 5150, 4, 3

M

WRECK

Capt. Edward C. Barnard, late of the ship *Mentor*, wrecked at the Pelew Islands, has arrived at New Bedford. Of the survivors of the crew of the *Mentor*, three of them, (James Meader, of New Bedford, Calvin D. Alden, of Fairhaven, and Horatio Davis, of Cambridge port) were left at Pelew Islands as hostages until satisfaction should be made to the natives for the protection and relief which they had afforded; and six others, Benjamin Nute and Horatio Holden, of New Hampshire; Milton B. Hewlett of Cape Cod, Ma; Chas. R. Bowkett and Wm. Seddon of England, and Peter Andrews, Colored), remained at Lord North's Island until opportunity should be afforded them to return home.

Bartlett J. Rollings, of Bangor, Me., has arrived at N.Y., from Canton. The remainder of the crew were supposed to have perished. Capt. B. informs us that while at Angier, on the first of May, he address an account of the disaster to Lieut. Shields of the U.S. Schr. *Boxer* at Batavia informing him of the situation of the survivors, and requesting if consistent with his general orders, his assistance in procuring and aiding them liberation and return. The results of this request is not known. A representation on the subject will also be made immediately to the Secretary of the Navy Dept. at Washington.

Capt. B. was detained at the Pelew Islands six months at Lord North's Island, two months, and at Canton, one month.

—New Bedford Mercury.

C.P.I. Ed. Note: The text of this report is one item in a newspaper column headed "WRECK," the rest of which is irrelevant.

Lord North's (Tobi) (tokabel) Island in Lat. $3^{\circ} 00'$ N Lon. $131^{\circ} 11'$ E. H.O. Chart No. 3426. (*H.O. Pub. No. 165, Vol. I, 4th Ed., 1938, p. 544.*)

[*For additional C.P.I. Ed. Note see PALAU 3.*]

PALAU 6

Niles Weekly Register, Baltimore, Md.

Aug. 24, 1833: 44, 421, 1

MNBedf

LOSS OF THE SHIP MENTOR

The Ship Mentor, of New Bedford, under my command, was lost on the Pelew Islands, on the 21st May, 1832, and eleven of my crew were lost at the time, in attempting to leave the ship in one of the boats, viz: Thos. M. Colesworthy, 1st officer: Peter O'Conner, 2d officer: Benjamin F. Harkell, James M. Fisher, David Jenkins, boat steerers; Lewis Burgoin, John Bailey, James Blackmore, Thomas Taylor alias James Holiday, William Jones, seamen; and the cook, a black man. The remainder of my crew arrived at Pelew on 24th May, in latitude 7 41 north; the ship was lost on a reef in lat. 8 18, and long. nearly 135 east.

We remained on the island until the 23d day of November, when the natives gave us a canoe and a whale boat belonging to the ship, with such provision as the island afforded, with which we left, in hopes of reaching the island of Ternate, or any other of the Dutch settlements, We left at Pelew as hostages, James Meader, Calvin Alden and Horatio Davis, taking with us two chiefs and one man, natives. On the 29th November, the canoe sunk in a squall. After taking all the men into the whale boat, continued our voyage until the 6th December, when at day-light we discovered Lord North's Island, the natives of which came off in canoes and made us all prisoners, broke the boat in pieces, and stripped us of all our clothes, but otherwise offered us no violence. We remained with them until 3d of February, 1833, when the Spanish ship Sabina, Captain Somes, from Calcutta, hove in sight, when myself and B.J. Rollins succeeded in getting

on board, leaving Horace Holden, Milton Hewlet, Benjamin Nute, Charles Bowkett, William Sidden and Peter Andrews, with the three Pelew men. Captain Some's being short of provisions, could not wait to get the rest on board, not knowing how long he might have to detain himself, and the natives not wishing to part with us. Captain Some's has done everything in his power to render our situation as comfortable as possible during our stay on board the Sabina, for which I beg to return him my most grateful thanks.

We may attribute our kind treatment at Pelew to the presents they received from the British government, for the kindness and hospitality shown to Captain Wilson when he lost his hip on the small island; and no doubt the two chiefs accompanied us in a canoe expecting a reward from the American government for taking care of us, building us a canoe, etc. etc. Given under my hand at Macao, China, this 24th day of February, 1833

Edward C. Barnard.

PALAU 7

Evening Mercantile Journal, Boston, Mass.

Apr. 27, 1835: 3, 2, 4

MB

[Identical reports in *Boston Courier*, Apr. 28, 1835 (MB) and *Christian Register*, Boston, May 2, 1835 (MH). Report in *The Daily Atlas*, Boston, Apr. 27, 1835 (MHi) has, ' . . . reached land' instead of ' . . . raised land', but is otherwise identical.]

Canton, Dec. 23d. On board the British barque *Britannia*, from Bahia, are two American seamen, part of the crew of the American ship *Mentor*, received from off Lord North's Island.

In the late advices from Canton appears the paragraph above quoted. It refers undoubtedly to the whale ship *Mentor* of this port, E.C. Barnard, master, which was wrecked on the Pelew Islands on the 21st of May, 1832, when ten of the crew were lost. The survivors, 11 in number, were all there four weeks or more, during which time they were making efforts to negotiate with the natives for their release. It was finally agreed that Capt. Barnard and seven of his men, should have a large canoe, together with the whale boat saved from the *Mentor*, be furnished with three weeks' provisions, and set at liberty, on condition that the three others, (James Meador, of New Bedford, Calvin D. Allen, of Fairhaven, and Horatio Davis of Cambridgeport,) remain there until redeemed by giving to the natives 200 muskets, and a certain quantity of powder. The captain and the seven men accordingly put to sea in their boats, and having a compass, steered in an easterly direction, in the hope of reaching an island with which they were better acquainted. After being 26 days at sea, they raised land, went ashore, and

found they were on Lord North's Island. In a few days after a ship was discovered, and only Capt. Barnard and one of his men were permitted by the natives to go on board of her. They went off, found the vessel to be the Spanish ship Sabina, were admitted on board, well treated and carried into Manila. They then went to Canton, and have since arrived home. The names of those left at Lord North's were Charles R. Bowkett, William Siddon, Milton Hewlitt, Horace Holden, Peter Andrews, and Benjamin Nute.

This is a correct statement of the facts which came within the knowledge of Capt. Barnard, and we give it to do away an erroneous impression that the two men who arrived at Canton are of the hostages left at the Pelews. It is the more probable—indeed there is hardly a doubt—that they are of the six who were left at Lord North's Island.—

N. Bedford Gazette

[For C.P.I. Ed. Notes see PALAU 3 & 5.]

PALAU 8

Salem Gazette

June 2, 1835: 49, 2, 6

MSaE

[Report in *Concord Freeman*, Concord, Mass. June 20, 1835 (MCo) is copied from *New York Commercial Advertiser* (no date given). It omits the first paragraph and ends at ' . . . every sort of privation.' It also gives 'Forrol' for 'Ferrol', 'Timore Straits' for 'Limore Straits,' and 'Pelew Islands' for 'Pelli Islands.' The remainder of the report is similar.]

FROM THE NEW YORK JOURNAL OF COMMERCE

Some particulars of the Loss of Ship *Mentor* and sufferings and Death of the greater part of her crew.—A month or two since, we copied from a Canton paper, a brief paragraph, mentioning the arrival at that port of two American seamen, late of the whale ship *Mentor*, lost in the Pacific Ocean. These two seamen whose names are Horace Holden and Benjamin H. Nuti, arrived in New York from Canton, on the 5th inst., after an absence of nearly five years from the United States, during the greater part of which time they have been held in slavery, by the savages of the Pelew Islands. Having learned that the facts connected with their shipwreck and subsequent history were of an interesting character, we yesterday sought an interview with them, and in a long conversation obtained from them the following particulars:—

On the 20th July, 1830, the *Mentor* sailed from New Bedford, for the South Seas, on a whaling voyage, with a complement of twenty-two men, including the officers. After leaving New Bedford, the first place they touched at, was the Azores.

After a short stay at Ferrol, they passed through the Limore Straits, and continued their voyage without any thing remarkable occurring, until they passed Amboyna with the intention of going to the Tinian Islands, near the Phillippines.

It was then advanced to the month of May, 1831, and for some days previous to the 21st the weather had been so extremely boisterous that they were unable to take any observation. On the 21st of May the weather became still worse, and a most tremendous storm came on which obliged them to take in almost all their sails; the gale continued and between eleven and twelve o'clock that night whilst the vessel was steering under a close-reefed main-top-sail, and a back top-mast-stay-sail, she struck upon a coral reef running out from the nearest of the Pelli Islands.

It was evident to all on board that the vessel was irretrievably lost, and must soon go to pieces, and a boat was lowered from her and eleven of the crew got into it, who pushed off from the ship and were never afterwards heard of. They in all probability soon perished, as it was impossible that any boat could live long in such a tremendous storm. The remaining eleven of the crew remained and still struggled though without a hope to save the ship. They cut away the masts and did everything they could to right her, but she still lay on her beam ends a helpless mark for the fury of the waves. Her crew at length gave up their useless efforts in despair, and attended to their own safety by lashing themselves to the weather side of the ship, where they remained until morning. As soon as the day dawned they launched the remaining boat from the ship and the eleven survivors got into her, and rowed along the reef about two miles from the wreck, where they got on dry land. Here they remained two days and nights having nothing to subsist on but about four gallons of water and some seven or eight pounds of bread, which was all they took from the wreck except some of their clothes,

two or three cutlasses, a musket and a pair of pistols. On the third morning at daylight they beheld 30 or 40 canoes making towards them, one of which was two or three miles ahead of the others. The Captain of the ship immediately informed his men that they would be soon surrounded by savages, and recommended them to quietly submit to them, as they had no other choice. The leading canoe, which was filled with naked savages, soon came near them, and then lay to, until the seamen hoisted a shirt as a signal of amity, and the savages immediately landed on the reef, and rush on the men, from whom they took their clothes and weapons of defence, which the savages brought into their canoe, and then authoritatively called out to the seamen, "More vial, more vial" (come to the wreck,) making these words intelligible by pointing to the ship, to which they insisted the seamen should accompany them. The seamen went into their boat and accompanied the savages back to the wreck, from which they took all the fire arms, and whatever else they could carry in their canoes. All the canoes went away except one, which remained, the savages in which made signs to the seamen to throw them a rope, and they would tow them to land. The seamen accordingly threw them a rope, and the savages towed their boat until they were within five or six miles of the land, when they suddenly stopped, and used such threatening gestures towards the boat's crew, that the Captain ordered Mr. Nute to cut the rope which fastened the boat to the canoe, and told his men to pull away from her. The savages discovered the intention of the seamen, and threw their war clubs and some cocoa nuts at them, and then flung their spears at them. With the exception however, of one man, whose face was dreadfully shattered, the seamen sustained no injury, and got clear of the land, and pulled for the open sea, chased, however, for several hours by the savages. At sun down the seamen again beheld land, and reached it the ensuing day in a state of the utmost exhaustion.

The place they landed at was a small uninhabited island about half a mile from a larger one.—They had scarcely landed when they saw a canoe approach them, with two savages in it, who held up a fish in token of friendship. The seamen in return caught a large crab and held it up as an answering signal, and the savages then landed, came close to the seamen, and laughed and appeared to be pleased with the meeting. After some time they made signs to the seamen to follow them, and went into their canoes. The seamen did so, and were conducted towards the larger island. On their way to it they were surrounded by several canoes, and a chief who was in one of them sprung from it into the seamen's boat and furiously assaulted the captain. This seemed to be the signal for a general attack on the seamen, and they were attacked on all sides, and ultimately overpowered and stripped naked, and in this condition they were brought to land. On coming on shore they were surrounded by the women and children who seemed to regard them as extraordinary objects of curiosity, and repeatedly put their hands on them to examine them more minutely. Near where they landed was a platform of stones, on which were assembled all the chiefs of the nation, who had assembled to determine what was to be done with the strangers. When they had deliberated some time, the women and children, who seemed to take a great interest in the seamen, began to cry, which the unfortunate seamen considered as a sign that their fate was determined on. Such was not, however, the case, as the savages gave them a sort of toddy to drink, composed of water and molasses made from the sacharine of the cocoa nut, after drinking which, they were conducted to the chief town, called Ibuel, where the chiefs held another council regarding them. Whilst this council was being held, the seamen were not a little astonished at seeing a seeming savage rush towards them and address them in English. On entering into conversation with him, they learned that he was an Englishman,

who had deserted his ship more than 20 years back, and remained on the island ever since, had become a Chief, and exercised unlimited influence among the savages. Through this man's influence they had a house assigned to them to live in, and were well treated whilst they remained on the Island. The Island produced cocoa nuts and yams in great abundance and was well stocked with pigs and goats, and resorted to by immense flocks of sea-fowl.

Their English friend induced the savages to return them a shirt and trousers each, and this was all the clothes they had whilst they remained on the island. In every other respect however they were as well off as they could possibly expect to be under such circumstances, being well fed and not required to do any work. After remaining here six months and finding there was no likelihood of a vessel touching at the island, they induced the savages by promises of rewards, to build them a canoe, and let eight of them leave the island, the other three remaining as hostages for the promised payment. These eight seamen accompanied by their master left, and embarked in the canoe and the seamen's boat and set sail for Amboyna. Five days after they left the island the canoe foundered and the eight seamen and the savages were obliged to take to the boat; their stock of provisions consisting only of four cocoa nuts each and about twelve quarts of water. In four days after they arrived (being the 6th of Dec. 1831) within sight of Lord North's Island, in latitude 3 deg. 3 min. north, and long. 131 deg. 20 min. east. When they came within five or six miles of this island nearly twenty canoes surrounded them and knocked every one of them overboard, and then shivered their boat to pieces with their war clubs. Whilst the savages were knocking their boat to pieces the seamen swam from one canoe to another and attempted to get into the, but were repulsed by the savages until they had completely destroyed their boat, and they then picked up the sea-

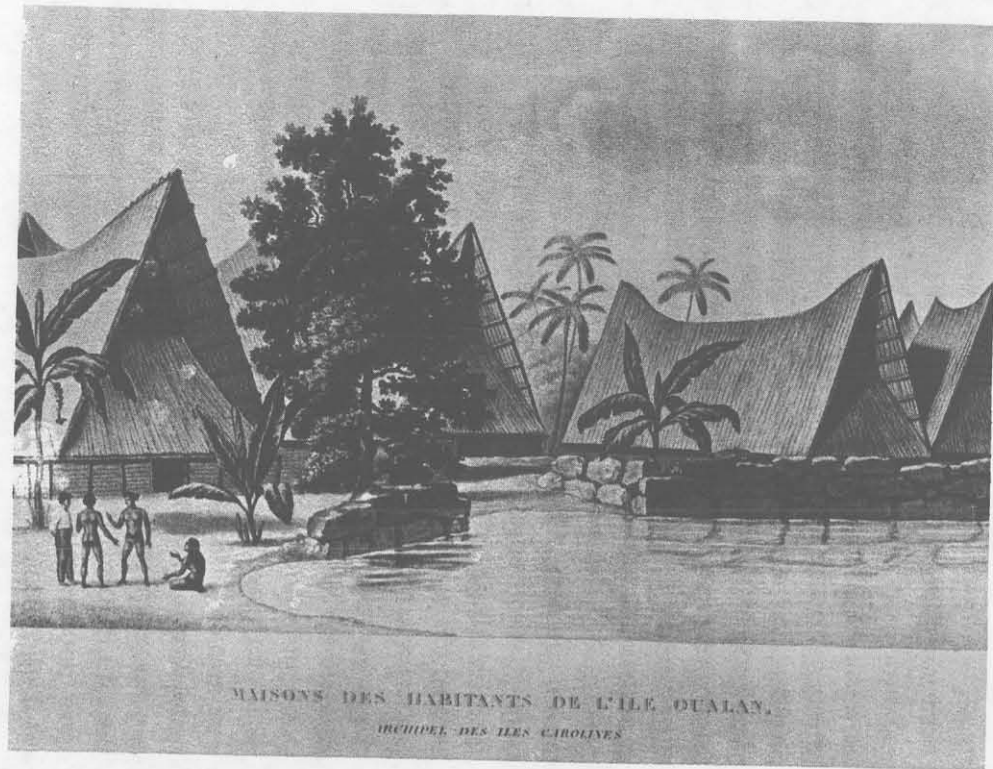
men and brought them to the island. This island, unlike the one they had left, is extremely barren and unproductive, producing scarcely anything but the cocoa nut tree, and no animals but lizards and mice. The inhabitants, about 4 or 5 hundred in number, lead a most miserable wretched life, and it is no uncommon thing for many of them to die of starvation. On being landed, the savages stript the seamen of the wretched rags that remained to them and then apportioned them out as slaves to different masters on the island.—whilst they remained here, they were treated in the most cruel manner, half starved, and almost worked to death by their barbarous taskmasters. Some months after their arrival one of them died literally of starvation. Another of them was put to death for some trifling offence, by battering out his brains with stones. About ten months after their capture, a Spanish vessel passed the island, and some of the canoes put off to sell her some cocoa nuts, and the Captain of the vessel and one of the crew got into one of the canoes to go on board her, but were cast into the sea; they then swam to another canoe, from which they were also cast into the ocean, but after being treated in this way, repeatedly, their tyrants at last took compassion on them, and by the orders of one of their prophets, allowed them to be put on board the ship, and were never after heard of by their companions. Two more of the unfortunate seamen soon after died from over-work and starvation. Holden and Nute were now the only survivors, and were reduced to such a state of exhaustion that they could no longer labor and were then refused even the scanty allowance of food which had hitherto been doled out to them. Their only means of subsistence was now drawn from the charity of the more kindly disposed amongst the savages, who now and then bestowed on them a little food, but so inadequate to sustain nature, that the three men were reduced to mere skeletons, and a few weeks, if not days must have terminated their existence, but fortunately a

ship hove in sight, and the savages were induced to put them on board her, by promises of reward from the seamen, and the conviction that they could be no longer anything but an incumbrance to them; they accordingly put them on board their canoes and brought them towards the ship. They left the island on the—day of—after residing there three years in the most dreadful state of slavery and every sort of privation.

From Canton they were brought home in an American sloop and arrived here the 5th of May.

During their residence on the two islands they learned the language of the inhabitants of each, which are essentially different. There is also a vast difference, in their appearance; which may be attributed to the one having sufficient food and the other, being half starved. In one lamentable particular, the Savages of both islands are completely alike, namely, a total and entire ignorance of the true god. They believe, however, in a Supreme Being, and have the idols to represent him which are made about the size and appearance of a human being. These idols are kept in huts built for the purpose, and at certain periods their priests or prophets go into the hut accompanied by the people, and addresses the idol in some sort of gibberish, and whilst he is doing so the people believe that he is holding a conversation with God. This continues for a few minutes and the people leave the hut, and this is the only sort of prayer they have amongst them. The islanders believe that Americans are a superior order of beings, who dwell not upon the earth, and can create every thing necessary for their wants, particularly iron, which is held in the greatest estimation by the savages.

A part of their religion which is considered indispensable, consists in tatooing in a most curious manner, the front of the person from the chest downwards, and this ceremony was inflicted on the seamen in so rude and barbarous a manner as to almost kill them.



Caroline Islands village (Kusaie), Duperrey, *Voyage . . . de . . . La Co-*
quille (Paris, 1826) Atlas Historique, Plate 53.

PALAU 9

Evening Mercantile Journal, Boston, Mass.

June 9, 1835: ? , 1, 3

MB

CREW OF THE SHIP MENTOR

Our readers recollect the account of the loss of the ship *Mentor* of New Bedford, nearly three years since, in the vicinity of the Pelew Islands, and of the subsequent sufferings and final escape of Capt. Barnard and a part of the crew. The Nantucket Inquirer indulges in some severe, and we fear deserved reflections on the apathy evinced by Mr. Woodbury the former, and Mr. Dickerson the present Secretary of the Navy, in relation to this matter, in neglecting to order a ship of war in that direction, there being good reason to suppose that the boat's crew under the charge of the mate, who left the ship immediately after she struck, and have not since been heard of, reached one of the numerous groups of islands in those seas in safety.

The New Bedford Mercury gives the following interesting account of the treatment, which our unfortunate countrymen received while among the natives as collected from the statements of one of the seamen, who was some time since taken off of Lord North's Island and lately arrived in New York;

"In consequence of the urgent solicitation of the owners of the *Mentor*, W. R. Rodman, Esq. and other benevolent individuals, Holden and Nute left N. York on Friday, and arrived in this town on Saturday evening. We had a long conversation yesterday with Mr. Holden, who appears to be a very intelligent and well informed young man. He was kind enough to furnish us with all details of the sufferings which himself and shipmates underwent during the three years they were held in slavery on Lord North's Island, and to correct some errors, which had inad-

vertently crept into the different accounts given in the New York papers, we publish the part relating to that island. This island unlike the Pelews, is one of the most horrible and wretched on the face of the globe. The only product of its soil is the cocoa tree, and a few stunted bushes, and those of so dwarfish and miserable a growth, as to bear but very few nuts. These few, however, constitute the sole food of the inhabitants, with the exception of a species of fish occasionally caught near the shore. The only animals or creeping things known on the island are mice and lizards—and during the three years which Holden and Nute remained there not a solitary sea fowl was known to have alighted on the island, and but three fish were taken by the natives. The character of its savage inhabitants much resembles that of the island itself. Cowardly and servile, yet most barbarous and cruel, they combine in their habits, tempers, and dispositions, the most disgusting and loathsome features which disgrace humanity. And what we regard as remarkable, the female portion of the inhabitants far outstrip the masculine, in cruelty and savage depravity—so much so, that our informants assure us that they were frequently indebted to the tender mercies of the men for escapes from death at the hands of the women.

The indolence of the natives, which not even the fear of starvation itself can move, prevents them from undertaking the least toil, although a little labor well applied might be made to render them infinitely more comfortable. Starvation stares them in the face the year through, and very frequently they perish solely for the want of food.

On such an island, and the captives of such a people did the wretched sufferers find 'their lines cast.'

The first measure of the Captors, after getting their prisoners ashore, was to strip them. Not a thread was left them, though the sun was pouring its scorching rays upon them—and in the same state of utter nakedness had they to remain as long

as their captivity continued. The natives themselves wear nothing that can be dignified with the name of clothing, and their skins, to use the expression of one of the prisoners, "like the hide of a rhinoceros," and nearly as impervious to heat or storm. The next operation to which the captives were subjected, was the plucking out, by the roots, of their beard, and every thing bearing the semblance of hair from their breasts, arms, and legs and indeed every portion of their bodies and limbs except their heads. This tedious and excruciating process, however, was but the beginning of their sufferings. As fast as their beard and hair reappeared, they were compelled to turn self-tormenters, and pull it out with their own hands—which they did with the help of a small stone on the ball of their fore fingers and thumb nails. They had not long been in the hands of these demi-devils, before they underwent the terrible and torturous process of tattooing.

The coloring with which this cruel operation was effected, was obtained from nuts found in the branches of what the natives called the sav'an tree, which floats on to the beach. These nuts were burnt, and the soot of the smoke gathered in the shell of a cocoanut, held over the blaze. This soot is then mixed with water, and forms a liquid as black as ordinary ink, and the stain of which is indelible. The liquid thus obtained is then forced into the skin with sharp fish bones, and the figures so formed remain during life.

The hapless subjects of this narrative were all tattooed in this manner, and their breasts, chests, and arms covered with singular and fantastic devices.

Our informant states that the operations was most intensely excruciating, and brought groans and screams from the sufferers sufficient to appal and melt the heart of any being possessed of the least feeling. So great was Holden's terror for it, that he fled and concealed himself for three days, without a particle of food, among the bushes and trees of the forest, in order to escape it;

but he was at last forced by the agonies of starvation, to venture out in search of food, when he was seized and horribly tortured by this worse than inquisitorial process. These transactions all took place after Capt. Barnard left.

After this, they were all allotted to different masters, who set them to work digging mud, carrying stone and such other labor as they chose to require, whether it had any definite object or not.—They were kept wholly apart from each other, and not allowed even to speak one to another, under severe penalties for disobedience. They were worked to the utmost extent of their abilities for endurance, and scanty fed with cocoanut—which, as is before stated, is the only food of the island.—The three natives of the Pelews received the same treatment as the whites, and were regarded, if any thing, with less favor. Of the six individuals originally belonging to the Mentor, who were left on Lord North's Island, by Captain Barnard, Holden and Nute are the only survivors.

The first person who died was William Sedden, a native of Manchester, England. About twelve months, he became so weak and feeble from want of food, as to be unable to work and the natives refusing him all sustenance, he died of starvation. The next was Peter Andrews, a native of Savannah, Georgia, who was murdered by one of the natives for some trifling offence. His head was beat to pieces with a stone; in a most barbarous manner. Milton Hewlitt, of Cape Cod, about two years and a half after landing on the island, became so weak and debilitated, as to be unable to speak. In this situation he was put into a canoe and shoved out to sea. His body was found washed up on the shore the next day. Charles R. Bouquett, of London, the last, died under similar circumstances to Hewlitt.

C.P.I. Ed. Note: The text of this report is one long news item in

in the Central Pacific

a newspaper column headed, "CREW OF THE SHIP MENTOR,"
the rest of which is irrelevant.

[*For additional C.P.I. Ed. Note see PALAU 5.*]

PALAU 10

Christian Watchman, Boston, Mass.

June 12, 1835: 16, 4, 4

MH

This is to certify, that on the 27th day of November 1834, off the small island commonly called Lord North's by the English, situated in lat. $3^{\circ} 03'$ North, and $131^{\circ} 20'$ East, on board the British Barque Britannia, bound to Canton river, we observed about ten or eleven canoes, containing upwards of one hundred men, approaching the vessel in a calm, or nearly so, with the intention of alongside. But having the compliment of thirteen men, it was considered most prudent to keep them off, which was effected by firing a few six pound shots in a contrary direction from the boats, some of which were then within pistol shot. At the same time hearing cries in our own language, begging to be taken on board, the boat was dispatched away to know the cause. The boat returned to the ship, and reported an American on board one of them. She was then sent back, having strict orders to act with caution, and the man got from the canoe into the sea, and taken up by the ship's boat, and brought on board. He then stated in what manner he came there, and said he had another of his countrymen in another canoe. I said if we could get some of the boats dispersed, that every assistance should be rendered for the liberty of the other man. Accordingly they did so, all but three. The ship's boat was then dispatched in search, and soon found the other man. He was brought on board, but in a most deplorable condition with fever, from effects of a miserable subsistence. The two poor fellows were quite naked, under a burning sun. They appeared to bear all the marks of their long servitude, and I should suppose two or three days would have been the end of the lost man taken

on board, but for this act of Providence. It appears that these men were wrecked in the ship *Mentor*, on the Pelew Islands, and were proceeding with their commander to some Dutch settlement, in one of the Pelew Island canoes, when they got to the aforementioned island, and were detained by the natives; and that Captain Edward C. Barnard had got on board some ship, and reached Canton river shortly after their detention at the island; which has been confirmed by the different masters now at the port of Lintin.

The statement given to me by the two men runs thus:— That they were wrecked May 21st, 1831, on the Pelew Islands, and detained on Lord North's Island 6th December, 1831. The two men's names are Benjamin H. Nute, and Horace Holden. I should thank any ship master now in port, acquainted with the circumstances, to confirm it by his signature, in order to make some provision for those men, should they require it. But from the disposition and liberality of those American gentlemen coming forward, that are already acquainted with the circumstances, perhaps it will be unnecessary. At the same time I shall be very willing to draw up any form or in any other way that I may forward their views, according to the opinion of their American friends. I should that every vessel passing in the direction of the aforementioned island, passing any of their boats, will give them a trifle. I gave them what articles those two men thought most beneficial, and should have held a closer communication with them, had I been better manned and armed.

Henry Short, Barque *Britannia*.

C.P.I. Ed. Note: The text of this report is one item in a newspaper column headed "LINTIN, 29TH DECEMBER 1834," the rest of which is irrelevant.

[*For additional C.P.I. Ed. Notes see PALAU 3 & 5.*]

PALAU 11

Boston Commercial Gazette

June 22, 1835:—, 2, 3

MB

SURVIVORS OF THE SHIP MENTOR

Two of the crew of this ship wrecked several years ago, among the Pelew Islands, have arrived in this city. Their sufferings while on Lord North's Island and their providential escape have, with many other incidents been given to the public through the medium of the press. We are happy to learn, that some efforts will be made in this city to contribute something to their relief. It is not much they need, and that little will not be wanting.

C.P.I. Ed. Note: The text of this report is one item in a newspaper column headed "SURVIVORS OF THE SHIP MENTOR."

[*For additional C.P.I. Ed. Notes see PALAU 3 & 5.*]

PALAU 12

Evening Mercantile Journal, Boston, Mass.

July 22, 1835: —, 1, 4

MB

[Identical report in *The Lighthouse, W.*, Salem, July 25, 1835 (MSaE).]

A letter from Capt. Low of ship Cabot, dated at Canton, Feb. 28th, states that on the 10th Feb. off the N.W. end of the Pelew Islands he took from a canoe, a man who said his name was George Marsh, of Providence—that he was wrecked in the sch. Dash, of Boston, on the Matatoes, or Caroline Islands, about 180 miles from the Pelews on the 14th March 1834. He came on board naked, but in fine health—had been well treated by the natives. He was tall, light complexion, and about 21 years old. He stated that there were two of the crew of the whale ship Mentor, lost there in 1832, on the island adjoining those he was on. There were three left as hostages, for forty muskets which were promised the King by the Captain of the ship, but one of them escaped on board a ship that was passing the islands. An American boy was there also. Had it not been nearly dark and the wind blowing very strong, Capt. Low would have attempted to take them off. Marsh afterwards left the Cabot and sailed in the brig Griffin, for the Sandwich Islands.

C.P.I. Ed. Note: The text of this report is one news item in a newspaper column, the rest of which is irrelevant. Matatoes is in the Caroline Island Group, lat. $2^{\circ} 10' N.$, lon. 131° to $164^{\circ} E.$ (H.O. Chart No. 165, ed. 1938, Vol. I, p. 521.)

[For additional *C.P.I. Ed. Note* see PALAU 3.]

PALAU 13

New Bedford Daily Gazette

July 22, 1835: 3, 2, 2

MNBedf

[Report in *The Daily Atlas*, Boston, July 22, 1835 (MHi) omits first paragraph and has 'Feb. 18th' for 'Feb. 10th', but otherwise the text of the letter is similar.]

MENTOR'S CREW

By the following letter published in the New York papers, from Capt. Low, of the ship Cabot, it will be seen that we have intelligence from James Meader, of this town, Calvin D. Alden of Fairhaven, and Horatio Davis of Cambridgeport, who belonged to the whale ship Mentor, of this port, that was wrecked on the Pelew Islands in May, 1832, and who left there as hostages.—The good news from Mr. Marsh, will be joyful to his friends in Providence.

CANTON, 28th Feb. 1835.

Feb. 10th, off the N.W. end of the Pelew Islands, I took a man from a canoe, who said his name was George Marsh, of Providence—that he was wrecked in the schr. Dash, of Boston, on the Matototes, or Caroline Islands, about 180 miles from Pelew, on the 14th March, 1834. He came on board naked but in fine health—been well treated by the natives. He is tall, light complexion, and about 21 years old.

George March gives me the following information respecting other American left on the island adjoining those he was on.

Two men of the crew of the whale ship Mentor, lost there in 1832. There were three of the number left as hostages for forty muskets which were promised the King by the Capt. of the

ship. One had made his escape on board of a ship that was passing the islands. There is an American boy about there also. When George got on board we were a long distance from the islands, and it was nearly dark and blowing very strong. If it had been otherwise, I should have attempted to regain the island for the purpose of taking the rest of the men, although thirty or forty miles to the windward. George says the inhabitants are very civil to them, and treat them well.

I have just noticed in the Chinese periodicals, that our government has ordered one of our sloops of war to call at these Islands for such men as are left. I hope they will take them without paying the ransom and other rewards for their kindness to foreigners. It is, we find, very necessary to keep in friendship with these people, as they are surrounded with many dangerous Islands as well as shoals.

C.P.I. Ed. Note: The text of this report has been verified.

PALAU 14

New Bedford Daily Gazette

May 6, 1836: 4, 2, 4

MNBedf

[Report printed here as PALAU 15 has several different spellings and adds a phrase in second sentence of letter which makes the meaning clearer.]

NAVY DEPARTMENT

Copy of a letter received by the Secretary of the Navy, from Capt. John H. Aulick, dated.

U. S. SHIP VINCENNES,
LINTIN, JAN. 6, 1836.

Sir: By a vessel on the point of sailing for New York, I do myself the honor informing you, that I arrived at this place on the second instant. As I was not apprised of the intended departure of this vessel until within a few hours since I left the coast of Peru, and compels me to limit myself to inform the department, that in the course of my passage across the Pacific, I visited the Washington or Northern Marquesas, the Society, the Friendly, and the Navigators' Islands; Wallis Island, Rotumah, Quam, Lord North's and the Pelew Islands. From the last named I brought off, after considerable difficulty with the chiefs, the only remaining men (two) of the crew of the Mentor, left there as hostages by Capt. Barnard in 1832. Of the six of his crew which he left on North's Island, four died, and two made their escape in a passing vessel some months ago.

I have taken off the different islands I have touched at, in all, twenty American seamen, who had been left on shore in a destitute condition by different whalers and traders; the greater

part of whom I have put on board, by their own consent, of various American vessel that were in want of hands.

I have the honor to be, sir,

Very respectfully,
Your ob't serv't
J. H. Aulick

C.P.I. Ed. Note: The Northwestern group was not discovered until 1791, when the islands were sighted by the American ship *Hope*, of Boston, and within 2 years they were visited by many others, and bore successively the names of Washington, Iles de la Revolution, Hergest Islands, etc.

. . . The Northwestern group consists of six islands.—Ua Pou, or Adams Island; Ua Huka, or Washington Island, Nuku Hiva, or Marchand Island; Motu Iti, or Hergest Rocks; Eiao, or Masse Island; and Hatutu, or Chanal Island." (*H.O. Pub. No. 166, Vol. II, 4th ed. 1933, p. 167.*)

The Marquesas Islands, Northwestern group, lie approximately between Hatutu (Chanal) Island, Lat. $7^{\circ} 55' S.$, and Ua Pou (Adams) Island Lat. $9^{\circ} 24' S.$, and between Ua Huka (Washington) Island, Lon. $139^{\circ} 33' W.$ and Eiao (Masse) Island, Lon. $140^{\circ} 41' W.$ (*Ibid.*, pp. 191, 177, 180, 190 respectively)

"SOCIETY ISLANDS (*H.O. Charts Nos. 2023, 2065*)— . . .

"The Windward Group consists of the islands Mehetia, Tahiti, Tetiaroa, and Tapuaemanu (Tabai Manua). "The Leeward Group consists of Raiatea Ruahine, Tahaa, Bora-Bora, Maupiti, and the islets. Motu Iti or Tubai, Mopeha, Fenua Ura, and Motu One." (*H.O. Pub. No. 166, Vol. II, 4th ed. 1933, p. 69.*)

(The Society Islands lie approximately between Motu Iti (Tubai) Island, Lat. $16^{\circ} 17' S.$, and Mehetia Island, Lat. $17^{\circ} 53' S.$, and between Mehetia Island, Lon. $148^{\circ} 05' W.$, and Fenua

Ura (Scilly) Islands, Lon. $154^{\circ} 43' W.$ (Ibid. pp. 120, 72, 121, respectively)

“TONGA (FRIENDLY) ISLANDS: . . . (H.O. Chart No. 2016). This widely scattered group of islands consists of over 100 islands and islets, lying between $18^{\circ} 01' S.$, and $21^{\circ} 28' S.$, and $173^{\circ} 54' W.$ and $175^{\circ} 33' W.$, . . . (H.O. Pub. No. 166, Vol. II, 4th ed. 1933, p. 192.)

Samoa (Navigator) Islands are $13^{\circ} 30' S.$, to $14^{\circ} 30' S.$; $168^{\circ} 00' W.$ to $173^{\circ} 00' W.$ H.O. Chart No. 87 (H.O. Pub. No. 166, Vol. II, 4th ed. 1933, p. 253.)

Uea (Wallis) Island is $13^{\circ} 18' S.$, $176^{\circ} 10' W.$, H.O. Chart No. 2019. (H.O. Pub. No. 166, Vol. II, 4th ed. 1933, p. 423.)

Rotornah is possibly another spelling of Rotumah. Rotumah Island is $12^{\circ} 30' S.$, $177^{\circ} 05' E.$, H.O. Chart No. 1978. (H.O. Pub. No. 166, Vol. II, 4th ed. 1933, p. 431.)

Quam is possibly another spelling of Guam. Guam Island, south end, is $13^{\circ} 15' N.$, $144^{\circ} 43' E.$, C.S. Chart No. 4202 (H.O. Pub. No. 165, Vol. I, 4th ed. 1938, p. 556.)

[For additional C.P.I. Ed. Notes see PALAU 3 & 5.]

PALAU 15

The Atlas, Boston, Mass.

May 7, 1836: 3, 2, 3

MNBedf

[It is not clear whether the omission of the last paragraph of this letter as printed here as PALAU 14 was in fact made in *The Atlas* or by the C.P.I. worker.]

NAVY DEPARTMENT

Copy of a letter received by the Secretary of the Navy, from Capt. John H. Aulick, dated.

U.S. Ship Vincennes,
Lintin, January 6, 1836.

Sir: By a vessel on the point of sailing for New York, I do myself the honor of informing you, that I arrived at this place on the second instant. As I was not apprised of the intended departure of this vessel until within a few hours since, want of time precludes my making at present, a full report in detail of my proceedings since I left the coast of Peru, and compels me to limit myself to inform the Department, that in the course of my passages across the Pacific I visited the Washington or Northern Marquesas, the Society, the Friendly, and the Navigators' Islands; Wallis Island, Rotornah, Quam, Lord North's, and the Pelecca islands. From the last named I brought off, after considerable difficulty with the chiefs, the only remaining men (two) of the crew of the Mentor, left there as hostages by Capt. Barnard in 1832. Of the six of his crew which he left on

North's Island, two died, and two made their escape in a passing vessel some months ago

I have the honor to be, sir

Very respectfully
Your obedient servant,
J. H. Aulick.

[*For C.P.I. Ed. Notes see PALAU 3, 5 & 14.*]