

AMERICAN ACTIVITIES  
IN THE CENTRAL PACIFIC  
1790-1870 - Volume 4

Edited by  
R. Gerald Ward

G.H. BALAZS COLLECTION

Lisianski

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# AMERICAN ACTIVITIES

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in the <sup>A67</sup> Central Pacific

## 1790-1870

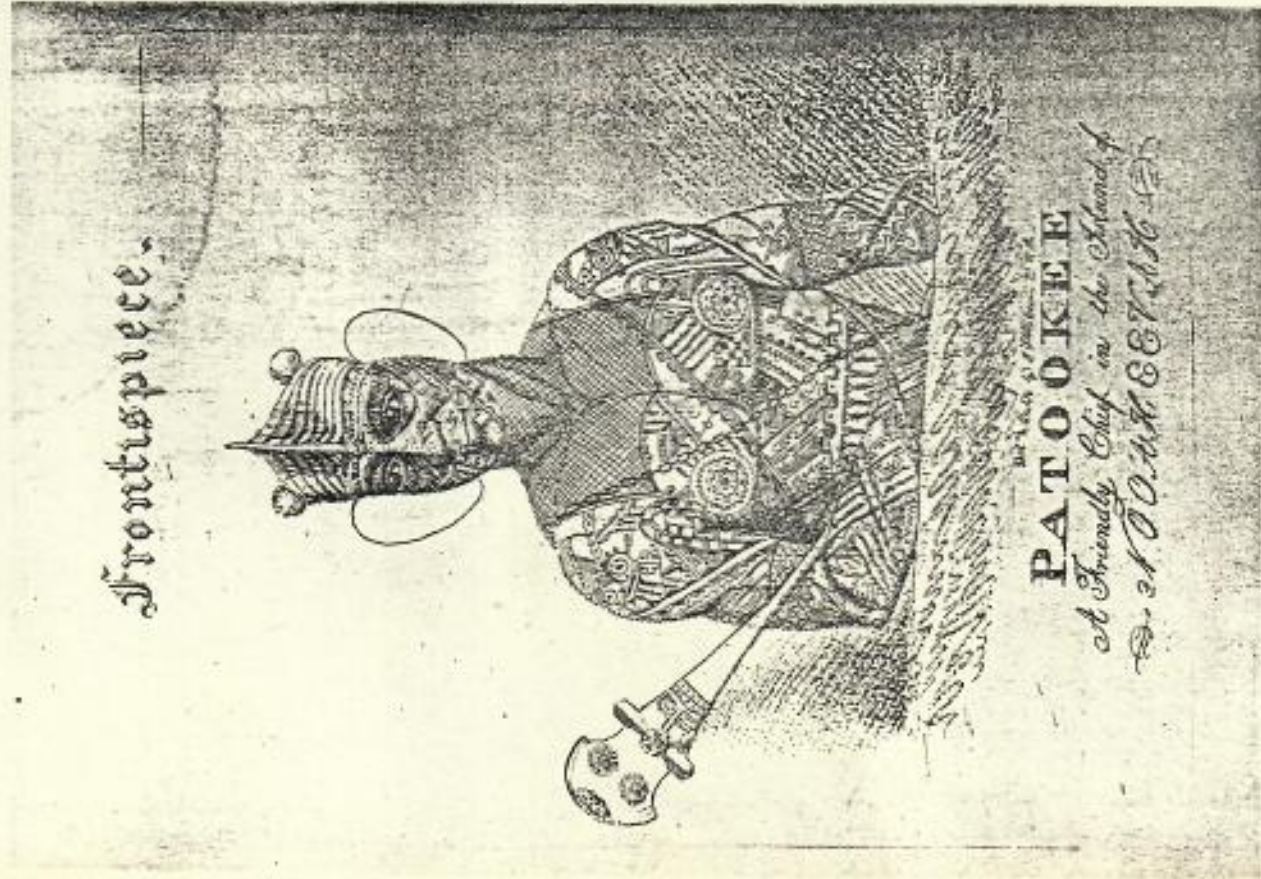
*A history, geography and ethnography  
pertaining to American involvement  
and Americans in the Pacific  
taken from contemporary  
newspapers, etc.*

Volume 4

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THE GREGG PRESS / RIDGEWOOD, N. J.



A Marquesan chief. From *Voyage of the Briton* by J. Shillibeer (1817).



LISIANSKY 1

*The Friend*, Honolulu

Oct. 9, 1844: 2, 93, 1

MSaP; MBAt

WRECK OF SHIP HOLDER BORDEN

In an interview, last evening, with Capt. Pell, we learned the following particulars concerning the wreck of the beautiful ship which he commanded:

She sailed from this port April 5th, to cruise on the North West, and on the following 12th, at one o'clock in the morning, she struck a reef of rocks within four miles of a small, sandy and treeless island, about three miles in circumference, and lying in west long.  $174^{\circ} 51'$  and north lat.  $26^{\circ} 1'$ . He did not find the island laid down upon his charts. The first shock was scarcely perceptible, but the ship was soon fast. Every effort was immediately made to get her off, but in vain. The morning light disclosed a bare ledge of rocks only 100 feet distant. The masts were cut away, and measures taken for discharging the cargo, and saving everything that was valuable and moveable. They succeeded in safely landing 1400 bbls. of oil, anchors, cables, sails, provisions, clothing, etc., etc. Six days after landing, they commenced building a small schooner, which was completed in four months, and twenty-two days. She was launched the 10th of Sept. and sailed for this port the 14th, commanded by Capt. Pell, who arrived safely after a passage of twenty three days accompanied by twenty four of the crew, eleven having been left upon the island. Forty barrels of oil and one cable were brought in the schooner.

It is thought property to the amount of \$30,000 has been saved. The noble ship originally sailed for about \$65,000.



This was her first voyage. She belonged to Fall River, Mass. We are most happy in stating that no lives were lost in the unfortunate occurrence. At a future time we shall publish additional particulars respecting the loss of probably one of the most splendid whaleships in the Pacific.

*C.P.J. Ed. Note:* Regarding Lisiansky Island: "Capt. N. C. Brooks visited it in the *Gambia*, in 1859. He says: Lisiansky, Lassion and Pell are one and the same Island. On most charts quite a group is laid down, but there is only one island situated in lat.  $26^{\circ}$  N. long.  $173^{\circ} 57'$  W. . . . This island should not be approached from the South, as a line of detached breakers makes off for many miles, and can scarcely be distinguished from sea caps. [Upon this line the *Holder Borden* and *Conahasset* were lost." (*Directory of the North Pacific Ocean*, Findlay, Third ed. 1886, p. 1114.) According to whalers' reports the longitude of Lisiansky is  $174^{\circ} 57'$  W. (*Directory of the North Pacific Ocean*, Findlay, Third ed. 1886, p. 1116.)

[Report has been checked against original.]

## LISIANSKY 2

*The Polynesian*, Honolulu  
Oct. 12, 1844: 1, 87, 2  
MBA; MH; MHi

[Report in *Boston Daily Journal*, Apr. 3, 1845 (MB) has an introductory sentence, "We copy the following interesting article, describing the shipwreck on a coral island in the Pacific, of a whaling ship from Polynesian, a paper printed at the Sandwich Islands, of October 12;," then gives identical report, and concludes by adding: "A subsequent number of the Polynesian, says that the island is called "Sand Island"—and also that Capt. Pell had taken with him, on his return for the crew and the cargo, a number of cocoa trees, to plant, and thus, in time serve as a beacon to mariners."]

SHIPWRECK OF THE HOLDER BORDEN,  
AMERICAN WHALER

On the 5th of April last the whale-ship Holder Borden, Capt. Pell of Fall River sailed from this port on a cruise having on board 800 bbls. sperm and 700 black fish oil. At three o'clock on the morning of the 12th following, she ran lightly bows on, upon a bank of sand, and shortly after the stern swung round and struck upon a coral reef, from which it was found impossible with their utmost efforts to haul her off, and where she thumped until she bilged. By morning there was four feet water in the hold. Daybreak enabled them to see their position. Between four and five miles from them lay a low sandy island, while close by was an extensive reef of bare rocks. The ship was stripped of everything valuable, the masts cut away, and they were successful in safely landing 1400 bbls. of oil, spars, rigging,



anchors, chains, provisions, the private property of the crew, in short all that the ship afforded that was necessary for them in their unfortunate situation. The island was found to be in  $174^{\circ} 55'$  w. l. and  $26^{\circ} 01'$  N. On Turner's map of the world it is laid down as Drake's Island. It is about three miles in circumference and thirty feet in its greatest elevation with a swampy lagoon, covered with grass in the centre, into which the highest tides party flow. Beach grass and a few flowering shrubs are the only vegetation. Fresh water, though somewhat brackish is abundant. Hair seals (turtles), wild ducks and other fowl are plentiful, so that the crew, 36 in number, besides the provisions saved from the ship were abundantly supplied with fresh food. The wild ducks were readily tamed. Potatoes, melons and other fruits and vegetables were planted and came up, but withered for want of water, there being but 12 hours rain during five months. The heat was great, the thermometer ranging during the day from  $94^{\circ}$  to  $98^{\circ}$  F. and sea fowl it is said, frequently near the well suddenly dropped down dead, the effect it appeared to be, of overpowering heat. The island is entirely encircled by a reef, in one portion of which there is said to be a good entrance leading to a safe anchorage in three or more fathoms of water, where a vessel can lay within a half a mile of the island and take on board the effects saved from the wreck. The reef extends from the S.E. to the S.S.W. 20 miles on the windward side of which the breakers are frequently mast-head high, while on the leeward it is comparatively calm.

Soon after landing, the keel of a schooner of near 35 tons was laid. In its construction they labored under many difficulties, being obliged to make their saws from hoop-iron, but having a carpenter and blacksmith with a forge and coal, they persevered, and by the 8th of Sept., they had completed a vessel of a good model, painted, sheathed, and copper-fastened throughout. She is named the *Hope*, was launched the 10th and sailed for this port on the 14th ult., having on board Capt. Pell and 24

of his crew, with 40 bbls. of oil and one cable. She arrived here on the 8th, having left 11 men on the island to look after the property there, which is estimated at \$30,000.

The Holder Borden was a new and beautiful ship of 442 tons, one of the most valuable of the whaling fleet, and sailed from home at an expense of \$65,000. She is insured, and it is supposed the cargo was also.

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

"Drakes Island, a whaler report, lat.  $25^{\circ} 30'$  N., long.  $174^{\circ} 0'$  W., is probably Lisiansky Island." (Ibid., foot note, p. 1115.)

Capt. Pell of the brig *Delaware*, reported a bank in lat.  $25^{\circ} 50'$ , long.  $174^{\circ} 26'$ , but according to a whaler report it is  $1^{\circ}$  more to the eastward. It appears to be a south-easterly extension of the bank around Lisiansky.

The American brig *Delaware*, H. Hunt, lieutenant-commander, 1844, discovered a bank above water  $27^{\circ} 26'$  N.,  $174^{\circ} 25'$  W., apparently 12 or 14 miles long, when seen at a distance. It is stated that several others are nearby, many not known. This Delaware Bank is above water and 96 miles to the north of the other one. (Ibid., p. 1116)

[For additional C.P.I. Ed. Note see LISIANSKY 1.]



## LISIANSKY 3

*The Polynesian*, Honolulu  
Oct. 12, 1844: 3. 86, 2  
MBAt; MH; MHI

The New Island.—Upon further inquiry we learn that it is the opinion of the nautical gentlemen in port, that the island upon which the Holder Borden is wrecked, is not laid down upon the charts of the day. In that case, Capt. Pell will be entitled to christen it. Its position and extent should be determined beyond doubt, as it is in a dangerous spot, and in a part of the ocean much frequented.

If it is nameless, we think no better appellation could be bestowed upon it than Pell's Island, in remembrance of the successful exertions of the enterprising master of the Holder Borden in preserving his cargo, and in escaping from his ocean prison.

[For C.P.I. Ed. Notes see LISIANSKY 1 and 2.]

## LISIANSKY 4

*The Polynesian*, Honolulu  
Oct. 19, 1844: 3. 86, 2  
MBAt

We are informed that the island on which the Holder Borden was lost is laid down on the Mitchell map as "Sand Island, discovered in 1805"; and its position agrees with the observations made by Capt. Pell. The above mentioned map is to be seen at the American Consulate.

[For C.P.I. Ed. Notes see LISIANSKY 1 and 2.]

## LISIANSKY 5

*The Friend*, Honolulu

Nov. 1, 1844: 2, 100, 1

MSaP

[Report in *Daily Mercury*, New Bedford, Mar. 19, 1845 (MNBedf) begins: "The *Friend*, published at Honolulu, of 1st November, received at this office overland from our correspondent at that place, furnishes the following particulars of the loss of the whale ship Holder Borden, of Fall River, which has been only briefly mentioned in previous advices. The entire accuracy is vouched for as having been obtained from Capt. Pell. The Holder Borden . . ." Thereafter the report is identical to that of *The Friend*. The *Morning Register*, New Bedford, Mar. 21, 1845 (MNBedf) has two similar opening sentences to those of the *Daily Mercury* and is thereafter apparently identical to that of *The Friend* although the C.P.I. typescript has been slightly abbreviated.]

## AMERICAN WHALESHIP HOLDER BORDEN WRECKED

Agreeably to an intimation in our last Number, we now present the readers of the *Friend* with a more extended account of the Holder Borden and her loss. The reader may rely upon the accuracy of this account as it has been submitted to the examination of Capt. Pell, who communicated the particulars to the Editor.

The Holder Borden 442 tons was about three years old, and had made one voyage as a merchant ship to England, before sailing as a whale ship. When leaving England, she went ashore in the English Channel and knocked off her false keel. She was built and named in honor of Mr. Holder Borden, and extensive

manufacturer in Fall River, Mass., who left his property mostly to three sisters, whose husbands were the builders and principal owners of this ship. She sailed on her first and only whaling voyage Nov. 10, 1842, touched at Valparaiso, in March following. At the time of sailing ship and cargo were valued at \$65,000. and it was reported that they were insured for \$60,000.

She arrived at this port, March 16th 16 mos. out, having taken 800 brls. sperm and 700 black-fish, the latter was taken to the N. of Panama Bay. When she sailed from this Port on the 5th of last April, her Ship's Company consisted of the following persons—viz.

\*\*Jabes J. Pell, Master, Fall River, Mass.

\*\*B. F. Manchester, 1st Off., Bristol, R.I.

Antonio Dean, 2nd Off., Flores, W.I.

John Bull, 3rd Off., Otahtian.

Andrew Wilcox, Boatsteerer, Fall River.

William B. Hyde, Boatsteerer, N. Dartmouth, Mass.

Josa Antonio, Boatsteerer, Portuguese.

Josa Fredsha, Boatsteerer, Portuguese.

Carrington P. Munroe, Cooper, Bristol, R.I.

Alexander Enasue, Carpenter, Italian.

\*\*Charles Brookfield, Stewart, England.

Manual Preza, Seaman, Portuguese.

Joaquien Josa Nieza, Seaman, Portuguese.

Frank Antonio, Seaman, Portuguese.

Manual Feluc, Scaman, Portuguese.

Joseph Enasue, Seaman, Portuguese.

Antonio Silva Lewis, Seaman, Portuguese.

Francisco Antonio, Seaman, Portuguese.

Daniel Asprade, Seaman, Portuguese.

Nicolas Jarrus, Seaman, Spaniard.

Breent, Seaman, Spaniard.



- \* Joseph Enasue, Seaman, Portuguese.
  - \* Frank Silva, Seaman, Portuguese.
  - \* Antonio Silva, Seaman, Portuguese.
  - \* Benjamin Barrus, Seaman, Bristol, R.I.
  - \* George Gladden, Seaman, Bristol, R.I.
  - \* Julius Harris, Seaman, New York State.
  - \* Cornelius Jennings, Seaman, Fall River, Mass.
  - \* James Murphy, Seaman, Fall River, Mass.
  - \* William P. Bliss, Seaman, Fall River, Mass.
  - \* George Down, Seaman, Fall River, Mass.
  - \* Benjamin Groves, Cook, Easton, Penn.
  - 5 Natives of the Sandwich Islands.
- Total number "all told"—87.
- \* Remained on the island.
  - \*\*Returned in the Delaware.

The Holden Borden's crew formed no exception to the remark that seamen of "all nations" are found on board whale ships—seven nations being represented.

After the ship left this port nothing of importance occurred until she was lost. The following extracts are copied from the Ship's Log—Book. "Thursday, April 11th. commencing with strong trades—steering W by N—middle part took in top-gallant sails and flying-jib, steering W by S. Latter part fresh gales, reefed top-sails and took in main sail, steering N.W. by W. N. Lat.  $24^{\circ} 57' - W$ . Long. by Chro.  $174^{\circ} 9'$ . "Friday, April, 12th.—Commencing with fresh gales from N by E. steering N.W. by W. under a single reefed main, and double reefed fore and mizzen' top-sails. Middle part, more moderate. At 1 A.M. the ship struck on a shoal and stuck, hauled all the sails aback and used every exertion to get her off. In about 10 m. after she backed off. We immediately tried to get her round, but in a few seconds she struck again, being about 100 feet from a rock that lay above the water's surface. (the surf slightly breaking over

it). We tried every means that laid within our power to get her afloat, but found it impossible, as she was aground, afore and aft, with 4 feet of water in her hold. The night being very dark and we not knowing our situation commenced getting water up and getting the boats ready. At day-light we found that we were about 4 or 5 miles from a small sand island bearing W.N.W. from the ship and on the weather side of a large field of scattering rocks and shoals. Finding it impossible to get her off, we commenced getting provisions and other things that would be useful to us. At 7 A.M. cut the masts away to keep her from falling over."

Early in the morning some of the hands went on shore, and the day was spent in landing provisions, etc. At 6 P.M. all hands went on shore. At sun-down the ship fell over on her star board side, in about 12 feet of water, the lower hold being full of water, and this position she has remained, excepting that she had gradually sunk into the sand. Six days after landing they commenced building a small schooner, which was completed in four months and twenty-two days. All hands were busily employed from day to day (Sabbath excepted) in discharging the ship's cargo, stripping off the rigging and taking on shore everything that was valuable and moveable. They were so far successful as that only 80 bls. of oil were lost by the casks being stove, 40 brls. in large casks now remain in the forward part of the hold, together with 15 bls. of salt provisions. It is estimated that property to the amount of \$30,000 has been saved. The island was not found upon the Ship's Charts, and there is a dispute whether it has ever previously been surveyed, its position discovered and laid down upon any chart. By repeated observations Captain Pell ascertained its position in W. Long.  $174^{\circ} 61'$  and  $26^{\circ} 01' N$ . Lat. It is triangular in form, and elevated about 40 feet above the sea. It is about 3 miles in circumference being the most elevated in the N.W. part. The schooner was built at the S.W. point and their encampment made on the S.E. part.



In digging about 5 feet, tolerably good water was found. The well was dug near the centre of the island, where there was formerly a lagoon. No trees were found upon the island, neither was there any trace of human foot-steps, which would induce the belief that it had ever been visited. The trunk of a north-west pine 50 feet long and  $2\frac{1}{2}$  in. in diameter had drifted to its shores. The island was covered with a species of coarse sea-grass, a few flowering vines, and inhabited by numerous species of sea-fowls, hair-seals, and green turtle. The ducks seemed peculiarly inclined to renounce their wild and roving propensities and adopt the domestic habits of civilized life. A flock of 40 had attached themselves to the settlement. The heat was often intense. At one time the mercury rose to 106F. but usually ranged from 92° to 98°. The mornings and evenings were cool.

We take another extract from the log-book. "August, 2nd, Capt. and 1st officer went off in two boats to survey the shoals. We found the S. point bearing from E. by S. to E., by N., a good channel having from 4 to  $7\frac{1}{2}$  fathoms of water, and rocky bottom. Between the outer and inner reefs, good anchorage, the outer reef being two miles from the island. One mile outside of the outer reef good anchorage, with from 4 to 12 fathoms of water. The shoal extends as far as the eye can reach from S.W. to S. as far round as S.E."

"Aug. 25th. Saw from the schooner's masthead what we supposed to be a small low island, in the S.E. direction. Sent off two boats to survey, and found a large field of rocks, from 20 to 25 miles distant, bearing E.S.E. to S.E. by S. from the island, with heavy breakers, and found it difficult to land."

The schooner built from the wreck of the Holder Borden, and named "Hope", was launched on the 10th of September, and sailed for this port on the following 14th commanded by Capt. Pell. He arrived safely after a passage of twenty-three days, accompanied by twenty-five of his crew, eleven having remained on the island. Those names marked with a star re-

remained on the island. Forty barrels of oil and a cable were brought in the schooner. On the 15th ultimo, the schooner was sold at public auction for \$1,400, and other property to the amount of \$1,500, for the benefit of the underwriters and owners. From the price which the schooner brought may be inferred that she was a craft, that speaks a good word for the ship-carpenter and others engaged in her construction. She is well built and copper fastened. Her masts are thought to be too short, but her model is pronounced good. May the "Hope" never disappoint her owners or those taking passage in her!

Capt. Pell left this Port, October 19, commanding the Am. Brig Delaware, which vessel he had purchased to remove the oil and whatever is valuable and moveable, to the United States—The Delaware was bought for \$6,500. Unless something disastrous attends the shipping of the oil, etc., from the island, Capt. Pell expects to return in six weeks to this Port on his way to the United States.

In reviewing the disaster which befell this noble ship, it is a source of much joy that no lives were lost. During all the time that Capt. Pell remained upon the island, "all hands" enjoyed good health. Shipwrecks and other disasters of the sea do befall seamen in this ocean, but they usually are not attended with that immense sacrifice of life which attends the loss of vessels in the Atlantic Ocean. Upon the shoals of the Pacific, the hulk of many a staunch-built vessel lies washed by the waves, but her inmates have returned to their homes or are encountering the perils of the sea in other climes; but rarely does the mariner escape with his life, when dashed upon the rocky shores that bound the Atlantic waters. Never were waters more rightly named than when this ocean was called the Pacific.]

The following extract is taken from the Captain's Journal. "Saturday, Sept. 14th—commences with fine trades and pleasant. At 6 A.M. got under way with a fresh breeze from the N. steered to the southward and westward. At 10 A.M. run off the shoal



*The Friend*, Honolulu.  
Jan. 15, 1845: 3, 16, 2  
MSaP

[Identical report in *Boston Daily Journal*, July 11, 1845 (MB).]

VISIT OF BRIG DELAWARE TO PELL'S ISLAND.

The American brig, Delaware, Pell Master, sailed from this port on the 20th of last October, for the purpose of bringing off the cargo of oil saved from the wreck of the Holder Borden. On the 29th of October, a shoal was discovered in north latitude  $25^{\circ} 50'$ , and west longitude  $174^{\circ} 26'$  extending N.W. and S.E. about 30 miles, with the appearance of very shoal water. They came to anchor one night in 15 fathoms water. Nov. 1 came to anchor at the Island where the Holder Borden was lost; on the following day went inside the reef. All persons left on the island were found in good health. By the end of the month they had succeeded in taking on board the oil and whatever was thought advisable to bring off. A severe gale from the westward detained them about ten days, but on the 14th of December, they sailed for Oahu. Instead of finding the whole quantity of oil that was originally saved from the Holder Borden, Capt. Pell discovered that about 400 barrels had leaked out, hence he brought off only 900 barrels, or thereabouts. She left on the beach, besides the old hulk of the wrecked vessel, about 150 barrels of old casks, a small wood house, and sufficient timber to build a small vessel, and other things of no value. Capt. Pell planted about 80 coconuts on the S.E. point of the island, the future fruits of which may yet be eaten by some ship wrecked mariner.

The day after leaving the Island, a reef was discovered in

lying off the S.W. part of the island. I judge the shoal runs off about 7 leagues from the island. At noon steered E. by S. bound for the Sandwich Islands. Lat by observation  $25^{\circ} 47' N$ ."

P.S. The statement in the Polynesian of Oct. 20th, that "Pell's is the same as Sand Island, is calculated to give a erroneous impression, because the location of Sand Island as placed on the charts differs nearly a degree in Long. from the position of Pell's Island. The position of the latter island as defined by Capt. Pell, is undoubtedly correct, as the mean of all his Lunar observations agreed with his Chronometer, which on his return to Oahu proved to have varied but a trifle from its given rate.

We make these remarks upon the authority of a Nautical gentleman who has examined the charts and otherwise acquainted himself with the facts relating to the subject.

[For C.P.I. Ed. Note see LISIANSKY 1.]



N. lat.  $27^{\circ} 26'$  and W. long.  $174^{\circ} 25'$  with very heavy breakers. Capt. Pell found by observations that his former observations were quite accurate, which gave the position of Pell's Island N. lat  $26^{\circ} 01'$  and W. long.  $174^{\circ} 51'$ .

*C.P.I. Ed. Note:* "Lisiansky, Lassion and Pell, are one and the same island. On most charts quite a group is laid down, but there is only one island, situated in lat.  $26^{\circ}$  N., long.  $173^{\circ} 57'$  W. . . . This island should not be approached from the South, as a line of detached breakers makes off for many miles. . . Upon this line the *Holder Borden* and *Conahasset* were lost." (Findlay, *Directory of the North Pacific Ocean*, third edition, 1886, p. 1114.)

"There is a dangerous shoal discovered by Capt. Stanikowitch in 1827. . . . The islands called Laskar, Lasan Rys, Lassiano, Neavas and Neva are doubtless intended for the above. . . . It has also been called Saprion Island and Pell Island by Capt. Pell of the whaling brig *Delaware*." (Ibid, p. 1115)

"A reef was discovered in N. lat  $27^{\circ} 26'$  and W. long.  $174^{\circ} 25'$  . . ." (Script). "New Island,  $26^{\circ} 24'$  N.,  $170^{\circ} 54'$  E., and Bassiosus Island  $26^{\circ} 6'$  N.,  $175^{\circ} 27'$  E., are both from whaler report and are very doubtful." (Ibid, p. 1115, footnote.)

## LISIANSKY 7

*The Boston Daily Atlas*

Mar. 1, 1845: 13. —, —  
MBr

[Identical report in *Boston Courier*, Mar. 3, 1845 (MBA<sub>t</sub>). Report in *Boston Post*, Mar. 1, 1845 (M) gives latitude as  $25^{\circ} 01'$  N.' but otherwise is identical.]

Ship Holder Borden, before reported lost was wrecked on the 12th April last, on a bank 4 miles from a low island in lat.  $26^{\circ} 01'$  N. lon.  $174^{\circ} 51'$  W, 70 miles west of Sisianaski Island. Capt. Pell and part of the crew arrived at Honolulu on the 8th, of Oct. in a small craft which they had built from the wreck, leaving on the Island 11 men. They saved from the wreck 1400 bbls oil, together with a quantity of beef, pork, bread, etc. There was no loss of life.

[For C.P.I. Ed. Note see LISIANSKY 2.]



## LISIANSKY 8

*Salem Register*Mar. 3, 1845: 54, 3, 2  
MSaE

Ar. at New London, 24th, ship Palladium, McLane, Sandwich Islands, 2900 bbls. wh. oil. (had previously sent home 400 bbls. wh. and 300 do Sp.) Reports the total loss of ship Holder Borden, of Fall River, April 12, 1844, on a bank 4 miles from a low island in lat. 26 N. lon. 174 51 W. 70 miles west of Sisimaski Island. Capt. Pell and part of the crew arrived at Honolulu, Oct. 8, in a small craft which they had built from the wreck, leaving on the island 11 men. They had saved from the wreck 1400 bbls. oil, together with a quantity of beef, port, bread, &c. No lives lost (The H. B. was insured in New Bedford for \$29,600 and in New York, for \$10,700)

*C.P.I. Ed. Note:* The text of this report is one item in a news column, the rest of which is irrelevant.

Sisimaski Island, is probably another spelling for Lisiansky.

[For additional *C.P.I. Ed. Note* see LISIANSKY 2.]

## LISIANSKY 9

*Boston Bee*Apr. 2, 1845: 6, 2, 1  
MB

## A ROMANCE OF THE SEA

The Sandwich Island paper gives the particulars of the loss of whale ship Holder Borden, of Fall River. She struck on a reef off a small island in lat. 26, 01' N. lon. 174, 51' W. The crew landed on the island, which was found to be triangular in form, about three miles in circumference, elevated 40 feet above the sea, being highest on the N.W. part. In digging about five feet tolerable good water was found. No trees were found upon it, nor was there any trace of human footsteps. It was covered with a species of coarse sea-grass, a few flowering vines, and inhabited by multitudes of sea fowl, hair seals and green turtle. The crew of the whale ship numbered 37, representing seven different nations—12 of them were Americans. Six days after landing they commenced building a small schooner, which was completed in four months and twenty-two days. The heat was often intense. At one time the mercury rose to 105, but usually ranged from 92° to 98°. The morning and evenings were cool.

The schooner built from the wreck of the Holder Borden, and named "Hope", was launched on the 20th September, and sailed for the Sandwich Islands, on the following 14th, commanded by Capt. Pell. He arrived safely, after a passage of 23 days, accompanied by twenty-five of his crew, eleven having remained upon the island. Forty barrels of oil and cable were brought in the schooner. The schooner was sold at public auction for \$1,400, and other property to the amount of \$1,500, for the benefit of the underwriters and owners. From the price



which the schooner brought it may be inferred that she was a craft that speaks a good word for the carpenter and others engaged in her construction. She is well built and copper fastened. Her masts thought to be too short, but her model pronounced good. Capt. Pell left the Sandwich Islands Oct. 19th, commanding the American brig Delaware, which vessel he had purchased to remove the oil and whatever is valuable and moveable to the United States. The Delaware was bought for \$6,500. Unless something disastrous attends the shipping of the oil, &c., from the island, Capt. Pell expected to return in six weeks to the island, on his way to the United States.

The Holder Borden was 44<sup>2</sup> tons, about three years old, and had made one voyage as a merchant ship to England, before sailing as a Whaler. She was built in honor of Mr. Holder Borden, an extensive manufacturer in Fall River, Mass., who left his property mostly to three sisters, whose husbands were the builders and principal owners of this ship. She sailed on her first and only whaling voyage Nov. 10th, 1842, touched at Valparaiso in March following. At the time of sailing, ship and cargo were valued at \$65,000.

*C.P.I. Ed. Note:* The text of this report is one item in a newspaper column headed "A ROMANCE OF THE SEA," the rest of which is irrelevant.

Complete text is used . . .

The lat. and lon. given in text is evidently a reef which extends around Pell's Island.

[For additional *C.P.I. Ed. Note see LISIANSKY 1.*]







LISIANSKY 10

*Daily American Eagle*, Boston, Mass.  
Apr. 9, 1845: 1, 4, 1  
MB

LOSS OF WHALE SHIP HOLDER BORDEN OF FALL RIVER  
The Sandwich Island paper gives the particulars of the loss of the Whaleship Holder Borden of Fall river.—

She struck on a reef off a small island in Lat.  $26^{\circ} 01' N$ . Lon.  $174^{\circ} 51'' W$ . The crew landed on the island, which was found to be triangular in form, about three miles in circumference, elevated about 40 feet above the sea, being highest on the N.W. part.

[For C.P.I. Ed. Note see LISIANSKY 6.]



## LISIANSKY 11

*New Bedford Daily Mercury*

July 10, 1845: 14, 2, 1

MNRedf

[Report identical to latter part of this report ("Visit of Brig Delaware . . ." to end) in *New Bedford Mercury*, July 11, 1845 (MNBedf). See also LISIANSKY 6 and HIVA OA 2.]

By the brig Delaware, Capt. Pell, arrived at Fall River on Tuesday from the Sandwich Islands, we have received a file of *The Friend* newspaper, printed at Honolulu, to the 1st of February. The following items of intelligence which they furnish will afford interest to our readers.

The loss of the whaleship Panama of Fall River which has been already briefly mentioned in our column is thus recorded in the Friend:

*American whale ship Panama wrecked.*—The Panama, Capt. Preston Cummings, was 31 months out, having taken 950 barrels of oil, nearly all sperm. While lying at anchor, at Hivaoa, or La Dominica, one of the Marquesan Islands, she was driven ashore by the wind and a very heavy sea, about 4 o'clock, on the morning of the 10th August, 1844. Both anchors dragged and became foul. Masts were cut away almost as soon as she struck. Three of the ship's company were lost in attempting to land, (viz.) Daniel McDaniel, Fall River, a boatsteerer;—Smith, New York State, seaman; and Jack, a North American Indian. Four days after the vessel was wrecked, 13 of the crew were taken away by a French man of war, several of whom found their way to Tahiti; one by the name of Blake, shipped on board the American whale ship Daniel Webster, and another by the name of John Hamilton, shipped on board the

merchant ship Inez, now in this harbor. According to last accounts only 75 barrels of oil had been saved. Out informant is Hamilton, on board the Inez.

*Visit of Brig Delaware to Pell's Island.*—The American brig Delaware, Pell master, sailed from this port on the 20th of last October, for the purpose of bringing off the cargo of oil saved from the wreck of the Holder Borden. On the 29th of October, a shoal was discovered in N. lat. 25 50, and W. long. 174 26, extending N.W. and S.E. about 30 miles, . . . with the one night in fifteen fathoms of water. Nov. 1, came to anchor at the Island where the Holder Borden was lost; on the following day went inside the reef. (All the persons left on the Island, were found in good health.) By the end of the month they had succeeded in taking on board the oil and whatever was thought advisable to bring off. A severe gale from the westward detained them about ten days, but on the 14th December, they sailed for Oahu.

Instead of finding the whole quantity of oil that was originally saved from the Holder Borden, Capt. Pell discovered that about 400 barrels had leaked out, hence he brought off only 900 barrels, or thereabouts. She left on the beach, beside the old hulk of the wrecked vessel, about 150 barrels of old casks, a small wood house and sufficient timber to build a small vessel and other things of no value. Capt. Pell planted about 80 coconuts on the S.E. point of the Island, the future fruit of which may yet be eaten by some shipwrecked mariner!

(The day after leaving the Island, a reef was discovered in N. lat. 27 26, and W. lon. 174 25, with very heavy breakers.) Capt. Pell found by observation that his former observations were quite accurate, which give the position of Pell's Island, N. lat. 26 01, and W. lon. 174 51.

*C.P.I. Ed. Note:* "Hivaoa (Dominica) Island (9° 46' S., 139° 00'



W., H.O. Chart No. 1599) is the largest, the most fertile, and the most populous of the whole (Marquesas) group." (*H.O. Pub.* No. 166, vol. II, fourth edition, 1933, p. 172).

[*For additional C.P.I. Ed. Note see LISIANSKY 6. A phrase has been omitted in the second sentence of the Delaware account (where indicated) either by the newspaper or the C.P.I. worker of LISIANSKY 6.*]

## LISIANSKY 12

*The Polynesian*, Honolulu

Aug. 1, 1846: 11, 43, 3

MBAG; MH; MHI

## LOSS OF THE AM. WHALESHIP KONOHASSET

Yesterday a small sloop arrived, from Pell's Island bringing the Captain and six men of the whaleship Konohasset, 5 mos. out, wrecked on the reef extending from Pell's Island, about 17 miles S.E. from where the Holder Borden was wrecked in 1884. The Konohasset ran ashore May 24th at 1 A.M., going five knots, and in one hour bilged. The crew took to their boats and remained alongside until daylight, when they discovered the low sand island on which the crew of the Holder Borden took refuge. After securing some provisions they pulled for the land and arrived at 12 M. Here they found the remains of the H.B. and soon after discovered water (Pell's well).

The wreck was again boarded and sufficient materials secured from it to construct the boat in which they arrived here. She is about 8 tons of neat model, sails well, and is called KONOHASSET JR. She was completed in 18 days and sailed on the 20th June, arriving here 31st July. The crew took on board but 40 lbs. of meat, which with bread and water have been their sole subsistence for 42 days. 24 of the crew remain on the Island and if not speedily relieved will likely suffer from scurvy. The American Consul intends dispatching a vessel immediately to their relief.

The coconuts planted by Capt. Pell have vegetated, and were about two feet high. As they were planted close to the edge of the beach Capt. Worth for their better security transplanted them further back from the water.



Pell's Island lies in 26 02 N. 174 51 W., and with its reef extending upwards of 20 miles, not rightly laid down in the charts, is very dangerous to vessels bound to the N.W. and Japan.

[For C.P.I. Ed. Note see LISIANSKY 1.]

## LISIANSKY 13

*The Friend*, Honolulu

Aug. 15, 1846; 4. 124. 1

MSaP; Mbat

## LOSS OF THE AMERICAN WHALE SHIP (KONOHASSET)

The Konohasset was formerly a merchant ship, belonging to Boston, of 426 tons register. She sailed from Sag Harbor December 6th, 1845, on her first whaling voyage, at an expense of ship and outfit of \$40,000, being insured for \$30,000, a part in Boston and the remainder in New York. On the passage out she took no oil, recruited at Lahaina, and left there for the North West Coast 17th May. For an account of the disaster we furnish the following minutes of a journal kept by Capt. Worth:

May 24, 1 o'clock in the morning ship K. under all sail before the wind, going at the rate of 5 knots, struck upon a coral reef which is not down upon any chart, it being full low water was very smooth. When the tide turned the swell came in, and the ship bilged in two hours. We were obliged to leave the ship in our boats with a little bread and water. At day light no land in sight. Sun one hour high, we boarded the ship and from the mizzen rigging saw a low sand spit 17 miles distant. We proceeded to the shore and found the cook house and some of the wreck of the Holder Borden, also the well that was dug by Capt. Pell and his men. I immediately concluded what to do if we could get materials to build a boat. One hour after landing we proceeded to the ship and found her on her beam ends. We succeeded in getting her slide boards and some eight sails, and returned to the shore in the night. It was very dangerous, being shoal all the way, with the points of the coral out of the water in almost every direction.



May 25. At daylight started for the wreck and got all the pitch from the seams which we could dig out with hatchets and knives (in all three quarts). We succeeded also in getting some plank and boards from the bends.

May 26. We got some boards, iron poles and a few nails from the deck and cut away her spars.

May 27. The ship had righted and we got a barrel of pitch, some sheathing and nails from the deck.

May 28. Laid a keel 22 ft 6 in. long, raised stem and stern posts. In building the boat we labored under every inconvenience. We had but one auger that could be of any use, (the rest were too large), and two axes with a very few other tools. In 18 days we had the fast sailing sloop Konohasset jr ready for sea.

We here take leave of Capt. Worth's journal, and insert the following communication addressed to us by James S. Horton one of the boat steerers:

We had a vast deal of difficulty in rendering her perfectly tight and seaworthy.

In the language of one of the men cast away in the ship,—every bosom throbbed, every heart leaped for joy when we viewed her as she gracefully rode over the waters, every one prayed for the success of her trip. We looked on her as the only chance—the only hope of deliverance from that barren and desolate island.

After a supply of bread and water put aboard, the captain with his mate, cabin boy and four men, bid adieu to their comrades in distress and embarked for the Sandwich Islands.

The Konohasset jr. is about 8 tons of a good model, and is a staunch, strong sea boat taking into consideration the many inconveniences we experienced from the want of proper tools and material, she reflects credit upon her builders.

After a passage of 42 days, during which time we were obliged to encounter and overcome all kinds of difficulties, hardships and privations, owing to our number (seven) and the small

size of our boat, the scanty allowance of bread and water on which we subsisted, we arrived at Honolulu, and here we were able for the first time since we embarked to put on dry clothes.

The names of the ship's company are annexed, those marked with a star came in the Konohasset jr.

*J. B. Worth	Long Island	Master
*F. R. Cartwright	do	Chief Mate
T. J. Worth	do	Second "
Anthony Jolly	do	Third "
*John Boilan	do	Boatsteerer
*J. S. Horton	do	"
Charles Anderson	do	Cooper
Charles Hubbard		Blacksmith
*Thos. Wood	England	Carpenter
Henry Hildreth	Long Island	Steward
Solomon Ward, col.	do	Cabin boy
*George Yellot	do	Cook
Resse Smith, col.	do	Seaman
*William Baker	do	"
*Nathaniel Paine	do	"
Philip Smith, col.	do	"
Sylvester Wright	do	"
John Robinson.	do	"
Thompson Portugese	Fayal W. Is.	"
Manuel	Pico	"
John Fielden	New York	"
Joseph Adlin	Long Island	"
James Crigien	do	"
William Halsey	do	"
Ledge Brown	do	"
Thos. Scott	Ireland	"
Samuel Russel	England	"
Henry Harley	Conn.	"



John Van Horn do  
 Stocking New York  
 John Williams Cape Good Hope

From repeated conversations with Capt. Worth and those who came with him to this port, we have learned some particulars, which may be worthy of record. We would however first direct the reader's attention to the loss of the Holder Borden, of Fall River, Capt. Pell, upon the same island. A full account was published in the Friend of Nov. 1, 1844. The Holder Borden was wrecked, April 12, 1844, on a reef 4 or 5 miles from the island, which lay W.N.W. from where she struck. Capt. Pell and his men built a small schooner from the wreck, and left with a part of his crew for this port Sept. 14. After a passage of 23 days, the Hope arrived safe and soon after her arrival was sold at public auction for \$1400 and is now in the coasting trade among the islands. Capt. P. purchased the Am. brig Delaware and returned for the remainder of his crew and such parts of the ship and cargo as were saved. The Delaware returned here in January and soon sailed for the U.S. where she arrived in July 1845. The island on which the Holder Borden was lost was called Pell in honor of Capt. Pell. After repeated observations, Capt. Pell furnished the following minutes in regard to the location of the island, W. longitude 174 51, and n.l. 261. The island is triangular in form, and about three miles in circumference. It is surrounded for many miles by shoal water.

The crew of the Konohasset found on the island some remaining portions of the Holder Borden. They describe the general appearance of the island, the same as it appeared two years ago, abounding with immense numbers of sea fowls, in all 14 different species, including two of snipe and four of gull. They found on first landing many green turtle, but they soon disappeared, of micc says one—any quantity. The cocoanus planted by Capt. Pell had sprung up about 8 or 10 inches. The island

produces no species of vegetables or trees, and only one species of beach grass and a small vine. An immense trunk of a N.W. spruce or pine was found on the shore partly decayed.

In conclusion we add, that Capt. Worth sailed from this port Aug. 4 on board the Hawaiian schooner Haalilio, Capt. Hall for Pell's Island to bring off the remainder of his crew. The Konohasset will be an entire wreck, with the exception of a few sails.

[For C.P.I. Ed. Note see LISIANSKY 1. This report has been checked against original newspaper as copy from MBAt had been shortened by C.P.I. worker.]



## LISIANSKY 14

*Boston Evening Transcript*

Jan. 13, 1847: 43, 2, 4

M

#### WHALERS

News was received at New London on Monday from two hundred whale ships in the Pacific Ocean. The accounts from Honolulu to Oct. 10th states that the Conohasset, at Sag Harbor, was wrecked on the reef which extends around Pell's Island about 17 miles from where the Holder Borden was lost in 1844.

Capt. Worth and crew had arrived at Honolulu. The vessel was insured for \$30,000. She had no oil on board. The ship Baltic of Fairhaven was wrecked on Behrings Island June 15th.

She had on board 2000 bbls. whale oil, of which 900 were saved. Capt. Butler and crew were at H. The ship Columbia of New London was wrecked on Sydenham's Island, one of King Mill's Group Jan. 6th, and was a total loss. She had on board 2,700 bbls oil. Capt. Kelly and crew saved. The bark Elizabeth of Freetown was burned while lying at anchor at the Feejee Islands in Feb. last; it is supposed that the fire was set in the hold by some of the crew. For further particulars of these vessels see Merchants Exchange Books.

*C.P.I. Ed. Note:* The text of this report is a copy of an article in a newspaper column headed "WHALERS" . . .

Sydenham's is the same as Sydenham.

Sydenham Island is in lat.  $0^{\circ} 40' S.$ , lon.  $174^{\circ} 20' E.$  H.O. Chart No. 121. (*H.O. Pub.* No. 166, Vol. II, 4th ed., 1933, p. 453.)

[For additional C.P.I. Ed. Note see LISIANSKY 1.]

## LISIANSKY 15

*The Salem Observer*

Jan. 16, 1847: 25, 3, 1

MSaE

[Report in *The Essex County Mercury*, Salem, Jan. 20, 1847 (MSaE) is identical but C.P.I. typescript omits last sentence, which does not refer to Pacific. An apparently identical report in *Salem Gazette*, Jan. 15, 1847 (MSaE) was divided into separate reports by C.P.I. workers. Note discrepancy between figure for *Columbia's* oil given here and that in LISIANSKY 14.]

#### WHALERS

News was received at New London on Monday from two hundred whale ships in the Pacific Ocean. The accounts from Honolulu to Oct. 10th state that the Conohasset of Sag Harbor, was wrecked on the reef which extends around Pell's Island, about 17 miles from where the Holder Borden was lost in 1844. Capt. W. and crew constructed a sloop of 8 tons burthen (sic) from the wreck, in which the captain, mate, and five men came to the port of Honolulu, where they arrived July 31 after a passage of 42 days. On the 4th of Aug. the Am. Consul despatched the Hawaiian sch. Halileo, to bring off the rest of the crew, which returned to Honolulu, Sept. 14. The K. had no oil. Vessel &c. insured for \$30,000.—The ship Baltis of Fairhaven was wrecked on Bhering's Island June 15th. She had on board 2000 bbls. whale oil, of which 900 were saved. Capt. Butler and crew were at H. The ship Columbia of New London was wrecked on Sydenham's Island, one of King's Mills Group, Jan. 6th and was a total loss. She had on board 27,000 bbls. oil. Capt. Kelley and crew saved. The bark Elizabeth of Freetown was burned while



lying at anchor at the Fejee Islands in Feb. last; it is supposed that the fire was set in the hold by some of the crew. The oil, sails, spars &c. were mostly saved and brought to the port of Honolulu by the brig Elizabeth of Salem. Capt. Gifford and first officer came passengers. The E. had 1100 bbls. wh. oil Jan. 30.—Capt. Robert Parker of the sch. Morea, of Kennelbunk, in a letter dated Key West Dec. 21, gives an account of a suspicious vessel which he met with on his passage to that place—probably a marauding privateer, or pirate under Mexican colors.

*C.P.I. Ed. Note:* The text of this report is one item in a news column headed "WHALEERS," the rest of which is irrelevant. Complete text is used . . .

Nonuti (Sydenham) Island is  $0^{\circ}, 40' S., 174^{\circ}, 20' E.$  H.O. Chart No. 121. (*H.O. Pub.* No. 166, Vol. II, 4th ed., 1933, P453.)

[For additional *C.P.I. Ed.* Note see LISIANSKY 1.]

*Boston Post*

Jan. 14, 1847: 25, 2, 7

M

[Similar reports in *Boston Courier*, Jan. 14, 1847 (MB; MBAt), *Boston Daily Advertiser*, Jan. 14, 1847 (M), and *Daily Herald*, Newburyport, Jan. 15, 1847 (MNe). Reports in the following papers are apparently similar although C.P.I. workers broke them into separate reports: *New Bedford Mercury*, Jan. 15, 1847 (MNBedf) and *Fall River Weekly News*, Jan. 21, 1847 (MNBedf). Report in *Boston Daily Whig*, Jan. 14, 1847 (MH) is similar in those sections dealing with *Columbia* and *Elizabeth* but the section on *Konohassett* omits details of construction of sloop, rescue of crew and location of Pell's Island.]

## WHALEERS

On the 24th May last the ship Konohassett, of Sag Harbor, Capt. Worth, was wrecked on the reef which extends around Pell's Island, about 17 miles south east from where the Holder Borden was wrecked in 1844. She was insured for \$30,000. Capt. Worth and crew constructed a sloop of 8 tons burthen, from the wreck, in which the Captain, mate and five men came to the port of Honolulu, where they arrived the 31st of July, after a passage of 42 days.

On the 4th of Aug. the American Consul dispatched the Hawaiian schr. Halileo, to bring off the rest of the crew, which returned to Honolulu Sept. 14th. The Konohassett has no oil.

Pell's Island lies in north lat.  $26^{\circ}$  deg. 2 min. west lon.  $174^{\circ}$  deg. 51 min.



The Columbia of New London, Capt. Kelley, was wrecked on the 6th Jan. on Sydenham's Island. One of the King's Mill Group; vessel and cargo a total loss.

The Columbia had on board 2700 bbls oil.

The captain and crew were taken off by the Chandler Price, of New Bedford.

The bark Elizabeth, of Freetown, Capt. Gifford, was burned while lying at anchor at the Feeje Islands in February last. She was supposed to have been set on fire in the hold by one of the crew. The fire had spread so far before discovery as to render it necessary to scuttle her in order to extinguish the fire. The oil, sails, spars, etc. were mostly saved and brought to the port of Honolulu by the brig Elizabeth of Salem.

Capt. Gifford and first officer came as passengers.

*C.P.I. Ed. Note:* The text of the above report is a copy of an article in a newspaper column headed "WHALERS," . . .

[For additional *C.P.I. Ed. Notes* see LISIANSKY 1 & 14.]

*New Bedford Mercury*

Apr. 16, 1847: 40, 3, 5

MNBcdf

[Report in *Boston Morning Post*, Apr. 15, 1847 (M) omits Captain Worth's first name and initial, otherwise similar.]

Capt. Theron B. Worth, late of ship Konohassett, of Sag Harbor, lost in the Pacific, says:—Pell's Island is not on any chart, its lat is 26 2 North, lon. 174 3 West, has very shoal water and a reef extending S E and S round to S W 22 miles distant. The Island was not in sight from the deck of the Konohassett, when she struck. The above situation is correct without a doubt, I measured the distance 4 times between Oahu and Pell's Island with a good Chronometer twice in a run of 6 days from Oahu, also with many lunar observations.

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

[For additional *C.P.I. Ed. Note* see LISIANSKY 1.]



McKEAN 1

*The Alta California*, San Francisco, Cal.

May 5, 1859: —, 1, 6

MB

## GUANO CHARTER

The Modern Times has been chartered at \$10 per ton, to load guano at McKean's Island, somewhere to the southward of the line. The firm claiming the island, and others contiguous, will dispatch a brig this week to McKean's, with twenty-five laborers, huts, water and provisions, and will probably soon be ready to charter ships from San Francisco. We at the Sandwich Islands will reap no small benefit from this rapidly increasing guano trade.

*C.P.I. Ed. Note:* The text of this report is one item in a news column headed "LATER FROM HAWAII," the rest of which is irrelevant.

McKean Island is 3° 37' S., 174° 07' W., H.O. Chart No. 125. (*H.O. Pub.* No. 166, Vol. II, 4th ed. 1933, p. 472.)

McKEAN 2

*Daily Evening Standard*, New Bedford, Mass.

May 27, 1859: 10, 2, 3

MNBcdf

A correspondent of a San Francisco paper writes: The Modern Times has been chartered at \$10 per ton to load guano at McKean's Island, somewhere to the southward of the line. The firm claiming the island, and others contiguous, will dispatch a brig this week to McKean's with twenty-five laborers, huts, water and provisions, and will probably soon be ready to charter ships from San Francisco. We at the Sandwich Islands will reap no small benefit from this rapidly increasing guano trade.

*C.P.I. Ed. Note:* The text of this report is one item in a news column headed "FROM THE SANDWICH ISLANDS," the rest of which is irrelevant.

[For additional *C.P.I. Ed. Note* see *McKEAN 1*.]



## McKEAN 3

*The Friend*, Honolulu  
 July 1859: 8, 56, 1  
 MBAt

Brig *AGATE*, is 28 days from McKean's Island, where she left 29 men under Mr. Goddard, who are engaged in loading the ship *Modern Times*. Reports excellent anchorage, no moorings needed. She brought back the buoys and chains which she took to lay, as they are not needed there. No trouble was experienced in shipping Guano, of which she brings some 30 or 40 tons.

*C.P.I. Ed. Note:* "McKean Island ( $3^{\circ} 37' S.$ ,  $174^{\circ} 07' W.$ , H.O. Chart No. 125), lying about 67 miles north-northeastward of Gardner Island, was discovered and so named by Wilkes (1840.)" (*H.O. Pub.* No. 166, Vol. II, 4th ed. 1933, p. 472.)

## McKEAN 4

*Boston Daily Journal*  
 Jan. 28, 1860: 28, 3, 2  
 MHI

## FOREIGN PORTS

At Honolulu Dec. 6, ship, *Asanasia*, (of Mystic) Sisson, put in to procure anchors and chains, having been driven from her anchorage at McKean's Island during a heavy squall. They succeeded in getting the small anchor with one fluke and stock broken; but owing to an injury to the windlass were compelled to slip the large anchor and 75 fathoms of chain. She had on board about 100 tons guano, and would return to the Island to finish loading for the United States.

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

[For additional *C.P.I. Ed. Note see McKEAN 1.*]



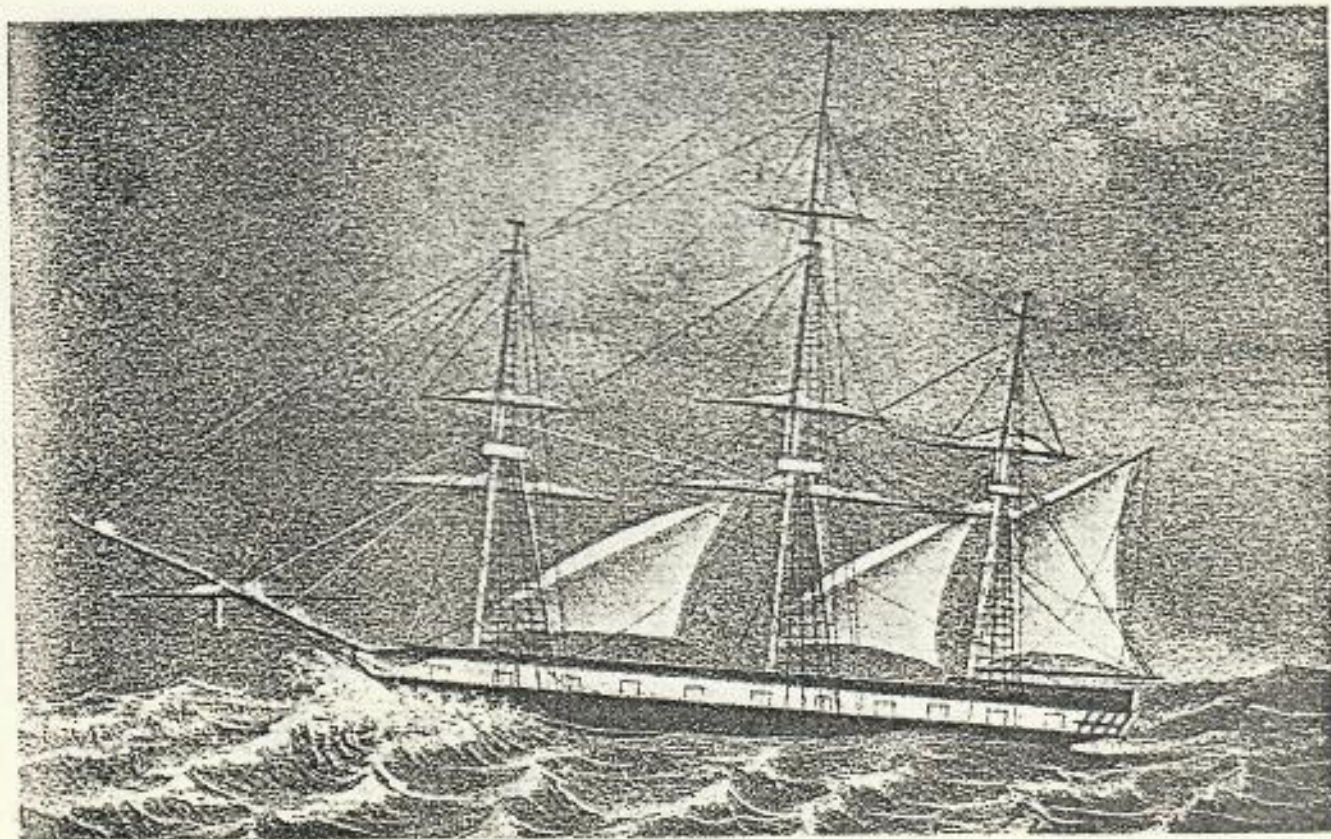
*The Daily Mercury*, New Bedford, Mass.  
Feb. 10, 1860: 29, 1, 4  
MNBedf

## GUANO

A cargo of 1200 tons of guano, from McKean's Island, was brought into New London by the ship White Swallow on the 30th ult.—the first importation from the Phoenix Guano Islands, discovered by C. A. Williams of New London a year ago. These Islands lie in 170 west longitude and  $3\frac{1}{2}$  south latitude, 2000 miles from the Hawaiian group. Mr. Williams took possession of them according to the law of 1856, and has since received a full title from the government. The islands are seven in number and rich in guano deposits. Mr. Williams is a member of the firm of C. A. Williams & Co., Honolulu, and Williams & Haven, New London. The Phoenix Guano Company was organized at New London to work the guano beds, (which will prove a mine of wealth to the lucky owner), who have thirty or forty men permanently located there. Alfred Goddard is the squatter sovereign "governor" of the territory. When the White Swallow left, the *Aspasia* of Mystic and Bowditch of New London were loading at McKean's Island, the only one worked at present.

*C.P.I. Ed. Note:* "Phoenix Group (H.O. Chart No. 124).—This group is composed of eight scattered islands. . . ." (*H.O. Pub.* No. 166, Vol. II, 4th ed. 1933, p. 467.)

"Phoenix Island ( $3^{\circ} 42' S.$ ,  $170^{\circ} 42' W.$ , H.O. Chart No. 1211)—This, the eastern island of the group. . . ." (*H.O. Pub.* No. 166, Vol. II, p. 470)



Ship *Aspasia*, Capt. Edmund Fanning.



## MCKEAN 6

*Daily Evening Standard*, New Bedford, Mass.

Feb. 13, 1860: 10, 1-2, 7-1

MNBedf

## THE PHOENIX GUANO ISLANDS

The cargo of 1200 tons of guano from McKean's Island, brought into this port recently by the ship White Swallow, is the first importation to this country from the newly discovered Phoenix Guano Islands. The islands of this group are situated nearly two thousand miles from the Hawaiian Islands, in lon. 174 10 W, lat. 3 35 S. There are seven of them in all, the principal of which are Phoenix, McKean's, Enderbury's and Starve or Barren Island. These islands were first discovered in February 1859, by Mr. C. A. Williams of this city while on an exploring expedition in the schooner E. L. Frost from Honolulu. He landed and took possession of them in the form prescribed by the Act of Congress of 1856, and since that time, having presented the necessary papers in the government offices at Washington, had procured for himself and his associates in the enterprise, a full recognition of title to the islands, vested in the Phoenix Guano Company.

McKean's Island, from which the White Swallow's cargo was taken, is about three-quarters of a mile long by half a mile in width. It is at present inhabited by some thirty or forty men, permanently located there and engaged in the work of getting out the guano for the supply of vessels. They live in tents and are obliged to get their supplies of provisions, water and materials from Honolulu; the island itself affording nothing whatever of value for any useful purpose, except its abundant wealth of fertilizing substance. A wooden railway has been constructed,

and over that the guano is conveyed from the diggings to the shore in cars drawn by horses or mules. The process of digging and drying before the guano is ready to be loaded on board ship, is not altogether dissimilar to that of haying. The guano is first "spread" about a foot deep, after drying one day it is turned, and the next, being sufficiently cured, is stacked, and in that shape awaits the next operation which is that of loading into the cars and transportation to shore. It is the nearest like haying of anything that will soon be seen on the island, for vegetation of any sort is entirely unknown there.

A desert, with a soil so rich that a small portion of it stimulates to the highest degree of fertility the land on which it is sprinkled, is McKean's Island. At night myriads of sea-fowl—boobies, albatross, fish hawks, and an infinite variety of smaller birds—flock in from the ocean from every quarter, and settle down to roost on these islands of which they had undisputed possession until so recent a period.

The operations on McKean's Island are under the direction of Mr. Alfred Goddard, formerly of this city who holds the elevated and responsible office of Governor of that territory. He, we believe, an autocrat, like the Czar of Russia; having no constitution to fetter him in the free exercise of the authority he possesses, and no "glorious Union" to lay awake nights about. Politics are unknown in his realm, and he can be happy without fear of molestation from "the opposition."

The supply of guano on McKean's Island alone is estimated at considerably more than one hundred thousand tons, and McKean's is not by any means the largest of the group. When the White Swallow left there, two other ships, the *Aspasia* of Mystic, and the *Bowditch* of this port, were taking in cargoes for this place.

As to the quality of this guano, analysis has afforded the most satisfactory testimony. It is found to be of what is denomi-



nated the "phosphatic" variety; its fertilizing qualities being derived from the large intermixture of bone phosphate in its composition. The guano heretofore brought to this country has been of the "ammoniacal" variety; ammonia being the ingredient to which it owed its fertilizing property and its pungent odor. This phosphatic guano is free from that powerful and acrid effluvium, while it is by no means wanting in the more desirable, because valuable, characteristics. New London Chronicle.

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

*Atlas & Daily Bee*, Boston, Mass.  
Feb. 14, 1860: 34, 1, 5  
MBAt; MH

#### GENERAL NEWS ITEMS

A cargo of 1200 tons of guano, from McKean's Island, was brought into New London by the ship White Swallow, on the 30th ult.—The first importation from the Phoenix Guano Islands. These islands lie in 1.70 West longitude, and  $3\frac{1}{2}$  south latitude, 2000 miles from the Hawaiian group.

These islands are seven in number, and rich in guano deposit. When the White Swallow left, the *Aspasia*, of Mystic, and Bowditch, New London, were loading at McKean's Island, the only one worked at present.

*C.P.I. Ed. Note:* The above text is a complete copy of a newspaper article. . . .

[For additional C.P.I. Ed. Note see *McKEAN 1*.]



## MCKEAN 8

*Salem Gazette*

Aug. 9, 1861: No. 64, 3, 2

MSaE

Ship Osborn Howes, (of Boston) Baxter, from McKean's Island for New London put into Rio Janiero June 12; sprung a leak in her upper works May 25, in lat. 44 S; threw overboard 125 tons guano. Would discharge about 150 tons guano, and calk from the copper up, and take the guano on again.

*C.P.I. Ed. Note:* The above text is one item in a column headed "MARINE JOURNAL," the rest of which is irrelevant.



## MARCUS 1

*Daily Evening Standard*, New Bedford, Mass.

Mar. 17, 1865: 26, 1, 5

MNBedf

[Identical report in *Whalemens Shipping List*, New Bedford, Mar. 21, 1865 (MDarHi). Report in *Nantucket Inquirer*, Apr. 15, 1865 (MWA) omits second, fourth, fifth, eighth, ninth and tenth sentences. Report in *The Daily Herald*, Newburyport, Mar. 20, 1865 (MNe) omits second, eighth, ninth and tenth sentences, while order of sentences (but not wording) is altered. Reports in *Boston Daily Journal*, Mar. 17, 1865 (M; MH) and *Boston Evening Journal*, Mar. 17, 1865 (M) are shortened, omitting the material in the second, eighth, tenth and last sentences, and have altered wording in several of the remaining sentences.]

A New Island.—On the passage of the missionary packet Morning Star from the Micronesian Islands to this port, Capt. Gelett discovered a new Island, located in North latitude 24. 4, and East longitude 154. 2, or about 800 miles N.N.E. from Guam. On the evening of December 16, he observed numerous land-birds, which increased in number the next morning, and remarked that land must be near by, which was discovered at 3 P.M. of the 17th. The Island is about five miles long, densely covered with trees and shrubbery, with a white sand beach, and rises in a knoll at the center, perhaps 200 feet above the sea. The brig passed within three or four miles of it about sunset, and breakers were seen all around. There were no signs of inhabitants living on it, though all hands on board kept a close lookout. A reef extends to the north of the island. On the old

Admiralty charts a doubtful island is noted in the vicinity of the one discovered, but on Wilkes' American chart and on Luray's London chart none is laid down within 100 miles of the spot. The discovery of this fertile island is important, and is reliable. We propose to name it Gelett Island, in honor of the Captain of the brig. It ought to be visited by some war vessel and fully explored. It lies directly in the track of whalers bound from the Ascension to the Ochotsk or Arctic.—

Honolulu Advertiser.

*C.P.I. Ed. Note:* Island described in text is probably "Marcus Island (24° 18' N., 153° 53' E., H.O. Chart 5590), northeastward of Los Jardines, was reported by the ship *Morning Star* (1864) and visited in 1874 by the U.S.S. *Tuscarora* and in 1885 by the French naval vessel *Eclairteur*". . . (*H.O. Pub. No. 165, Vol. I, 4th ed. 1938, p. 571.*)



## MARCUS 2

*Daily Evening Standard*, New Bedford, Mass.

Mar. 20, 1865: 26, 2, 1

MNBedf

Notice to Mariners.—The island reported as being a new discovery, by the master of the brig Morning Star, is undoubtedly the same as shown on the English charts as Marcus Island, the position of which (not accurately determined) is placed in lat. 24. 20 N, lon. 153 50 E, and differing but little from Capt. Gelett's report.

Messrs. E. & G.W. Blunt state that this island is, and has been for years, on their charts of the North Pacific Ocean.

[For C.P.I. Ed. Note see *MARCUS* 1.]



MARIA (HULL.) 1

*New England Palladium and  
Commercial Advertiser*, Boston, Mass.  
May 31, 1825: 60, 1, 4  
MB

Extract from the Log Book of Ship Maria, Gardner, of Nantucket.

Dec. 19, 1824.

Strong gales at S.E., at 4.30 P.M. saw low land to the S.W. 3 lea.; tacked ship to the E.N.E.; at midnight stood to the S.S.W.; at 8.A.M. saw land again; it appeared to be a small island S.E. and N.W. 6 or 8 miles in length, 3 miles across—very low. Lat. 21 45 S. Lon. 155 10, W.

*C.P.I. Ed. Note:* *American Practical Navigator No. 9* (Bowditch) 1920 ed. lists Hull Islands N.W. Pt. 21° 47' South Latitude; 154° 51' West Longitude. Maria Islands (Hull Islands) appears on H. O. Chart No. 824, "1st ed. April 1936," in this position. However, in the listing on Page 58 of *H.O. Pub.* 166 Vol. II, 4th ed. 1933, these islands are given this location 21° 49' S. Lat., 145° 43' W., evidently a transposition of figures in the longitude.



## MARIA (HULL) 2

*The Daily Mercury*, New Bedford, Mass.  
 Mar. 9, 1846: 14, 2, 5  
 MNBedf

[Report in *New Bedford Mercury*, Mar. 13, 1846 (MNBedf) gives "lon. 154 OW." and ends with name "J. R. Sands." Otherwise it is identical. Similar reports in *Boston Courier*, Mar. 12, 1846 (MBAt), *The Polynesian*, Honolulu, Aug. 29, 1846 (MBAt; MH) and *The Friend*, Honolulu, Sept. 1, 1846 (MSaP). *Hunts Merchant Magazine*, New York, Jan. 1847 (MNBedf) has "Rimurara" while the first sentence reads "Captain J. R. Sands, of the whale-ship Benjamin Tucker, at Honolulu, Sandwich Islands, reports as follows:—" This is a mistake as vessel sighted island after leaving the Hawaiian Islands and was apparently at New Bedford when the report was originally made.]

Capt. Sands of the ship Benj. Tucker, of this port, reports the following:—"On the passage from Sandwich Islands to Cape Horn, on the 19th October, fine clear weather, not expecting to see land, a man from the mast-head, reported land in sight which proved to be four small Islands lying in lat. of 21 50 S. lon. 115 04 W. bearing from Rimutara WNW ¼ W; about 2 degrees from which there is a small Island marked on the chart about 1 degree W. The Islands spoken of above contain a circumference of about 10 miles, with very high breakers clear round them, the height of the land not being above 30 feet. The above not being laid down in any book or chart in my posses-

sion, excepting the small Island to the Westward, I give them to the public as I found them.

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

About a year later the *Daily Mercury* (New Bedford) Feb. 9, 1847 [see *MARIA* 3] published a correction stating that the longitude of the discovery was 154° 51' W; meanwhile the erroneous figures used above were also reprinted in other newspapers which copied the original item.

[For additional *C.P.I. Ed. Note* see *MARIA* 1.]



## MARIA (HULL) 3

*The Daily Mercury*, New Bedford  
Feb. 9, 1847: 15. 2, 5.  
MNBedf

## NEWLY DISCOVERED ISLANDS

Capt. Sands of the whale ship Benj. Tucker, at Honolulu, S.I., reports the following: On the passage from the Sandwich Islands to Capt Horn, on the 19th October, fine clear weather, not expecting to see land, a man from the mast head reported land in sight, which proved to be four small islands, lying in lat. 21 50 S. lon. 115 04 W. bearing from Rimurara W.N.W.  $\frac{1}{4}$  W; about two degrees from which there is a small island marked on the chart about one degree W. The islands spoken of above contain a circumference of about ten miles, with very high breakers clear round them, the height of the land not being above thirty feet. The above not being laid down in any book or chart in my possession, except the small island to the Westward, I give them to the public as I found them.—

(Boston Daily Adv.)

The above report was first made by Capt. Sands on his return home in the Benj. Tucker, in 1846, and was originally published in the *Mercury* of March 9, 1846. Being copied into the Sandwich Island papers without credit, it has been supposed original with them, and is now going the rounds a second time, having however in its passage lost something of its correctness. The longitude of the island as given by Capt. S, was 154 00 West, and not 115 04 as stated above.

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

Difference in longitude is corrected in last paragraph of text.

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



MARO REEF 1

*The Republican Standard*, New Bedford, Mass.

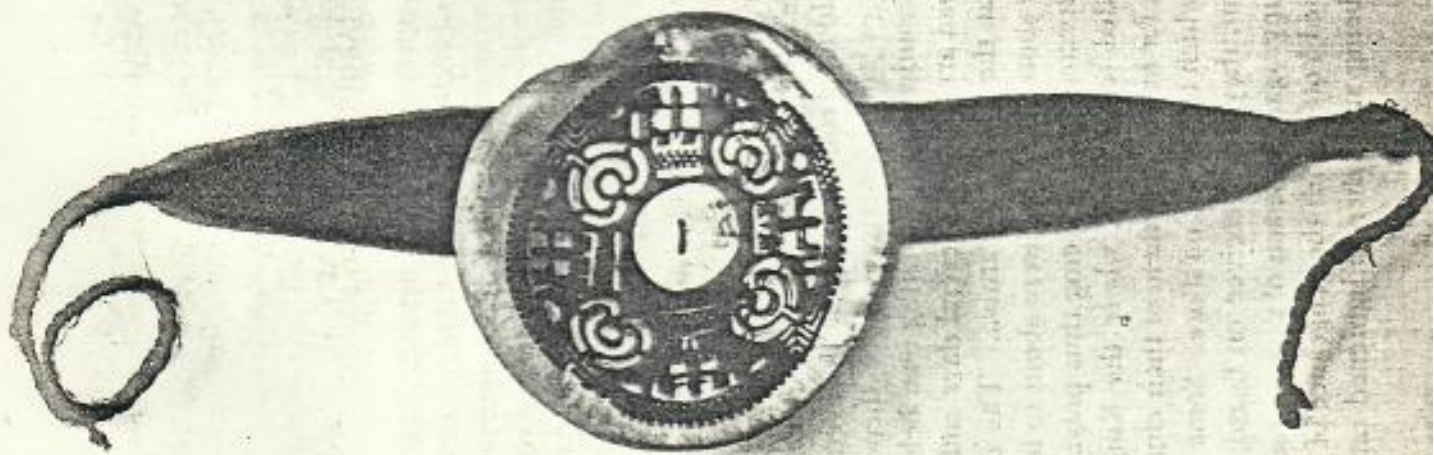
Nov. 4, 1852: 3, 2, 3

MNB:edf

The ship *Huntress*, Capt. Soule, from San Francisco, bound to Hong Kong, was wrecked on the Maro (coral) Reef, about 700 miles distant from the Sandwich Islands, on the night of 20th May. The Maro Reef was laid down erroneously on the Captain's chart, (a French one) making a difference in position of 18 miles, in addition to which the set of the current northward put the *Huntress* about 38 miles out of her reckoning. The *H.* was owned by Messrs. Sage & Smith, merchants in San Francisco, and was insured for the sum of \$20,000.

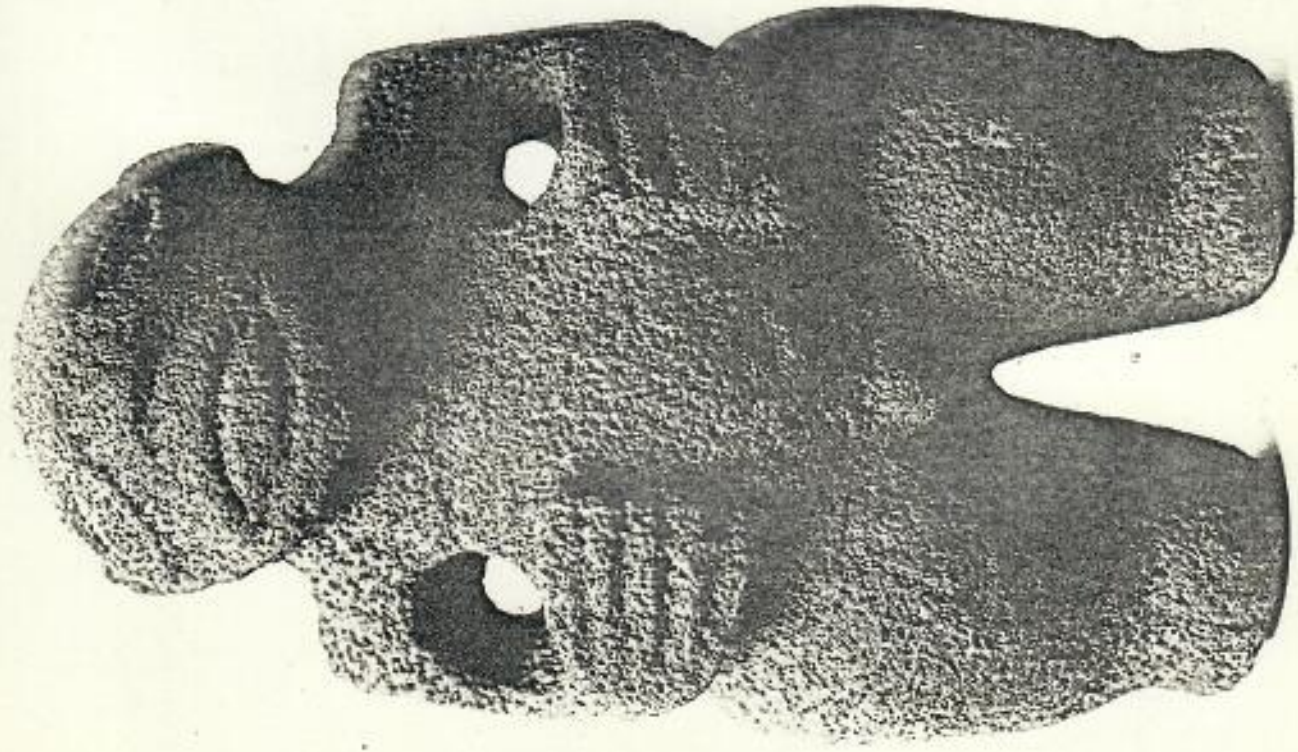
*C.P.I. Ed. Note:* The text of this report is one item in a news column, the rest of which is irrelevant.

"Maro Reef was discovered by Capt. Allen, in the American whaleship *Maro*, in June, 1820, in lat.  $25^{\circ} 24'$  N., long.  $170^{\circ} 20'$  W. Capt. Stanikowitch, who explored it in 1828, found that it was 8 leagues in circumference, and that it was visible from the deck of his vessel at 6 miles off. His position of it is lat.  $25^{\circ} 46'$  N., long.  $171^{\circ} 49'$  E. Its N.W. end was placed by Lieut. Brooke, U.S.N., in lat.  $25^{\circ} 31'$  N., long.  $170^{\circ} 37\frac{1}{2}'$  W." (*Directory of the North Pacific Ocean*, Findlay, Third ed. 1886, p. 1112.)



Marquesas Islands, head ornament in the Peabody Museum of Salem.





Stone tiki figure, Marquesas Islands, in the Peabody Museum of Salem.



Tattooed man, Nuku Hiva, Marquesas Ids., from Langsdorff's *Voyages* (London, 1813).



MIDWAY 2

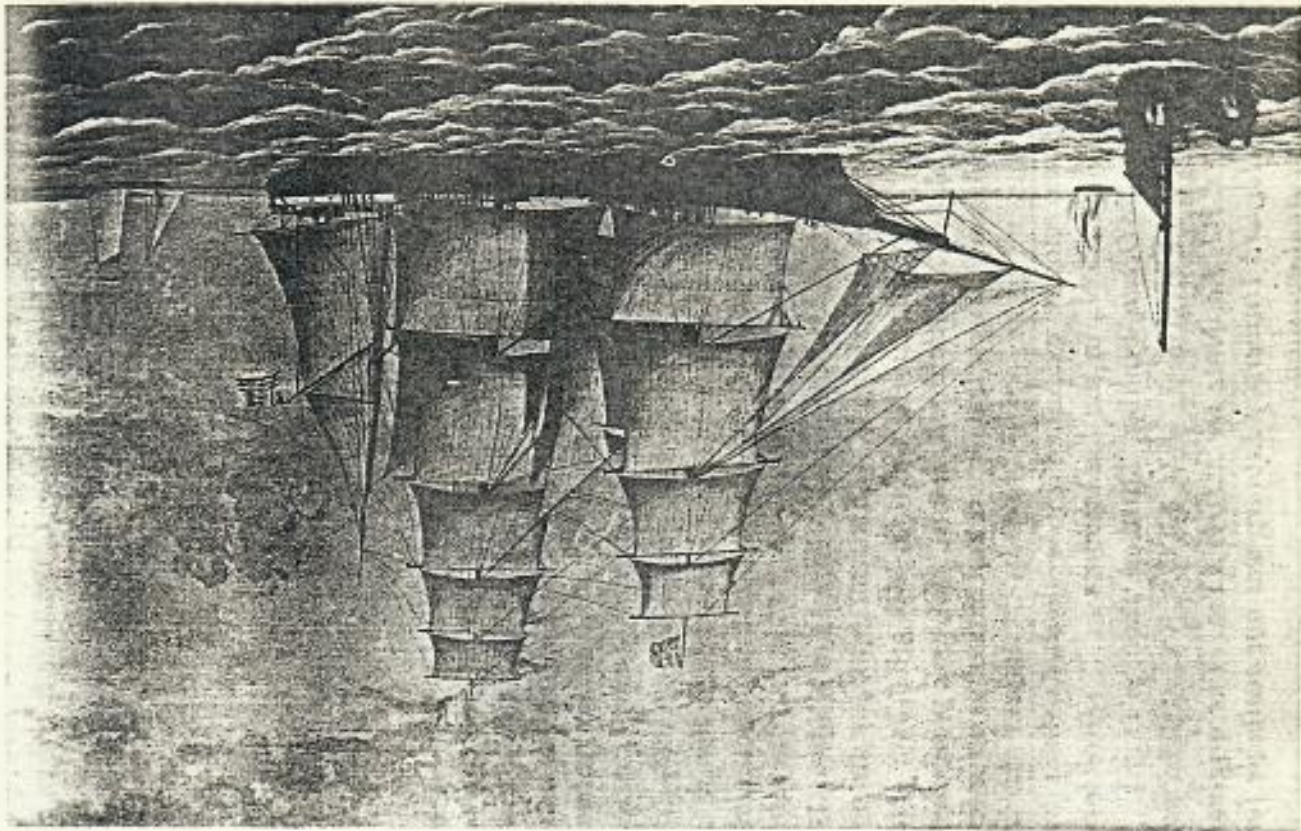
*The Pacific Commercial Advertiser*, Honolulu  
July 27, 1867: 12, 2, 5  
MH

The Steamship Colorado sailed on her third trip to Japan and China at noon on the 4th of July. She took 514 passengers, and a large and valuable cargo for Yokohama and Hongkong. This line is a most decided success. When the new steamers Great Republic and China arrive, it is thought they can carry double the amount of coal as well as freight. In that event, it is doubtful whether they will require to touch at any intermediate port between here and Yokohama. A movement is, however, being made by the company to secure for a coaling depot an island lying about a thousand miles northwest of your group, and known here as Brook's Island. It was discovered by Capt. N.C. Brooks, in the bark Gambia in 1859, he having been sent thither on an exploring expedition by your late townsman, Capt. B. F. Snow. The Pacific Mail Steamship Company last month purchased the schooner Milton Badger for \$10,500, and dispatched her under command of Capt. Burdett, formerly of the bark Smyrinote. She has on board a cargo of coal, together with lighters and material for a small house, which is to be erected on the island. There is said to be a fine harbor inside the reef, with good anchorage. I understand that Admiral Thatcher will by this mail order the Lackawanna to proceed thither and survey this island and also the group surrounding it.

*C.P.I. Ed. Note:* The text of this report is one item in a news column headed "SAN FRANCISCO CORRESPONDENCE," the rest

of which is irrelevant. Brooks Islands are identified as Midway Islands. (*Directory of the North Pacific Ocean*, Findlay, Third ed. 1886, p. 1117.)

Midway Islands: Lighthouse, Sand I., are lat.  $28^{\circ} 13' 15''$  N., lon.  $177^{\circ} 21' 30''$  W. (Bowditch, No. 9, 1917 Edition, *American Practical Navigator*, p. 344.)



Barque Smyrniote, built at Duxbury, 1859.



## MIDWAY 3

*The Pacific Commercial Advertiser*, Honolulu.

July 27, 1867: 12, 2, 3

MH

## MIDDLEBROOK ISLANDS

"In our San Francisco letter will be found a reference to these Islands, which were visited by Capt. N. C. Brooks, in the bark Gambia, in 1859 . . .

". . . Our San Francisco correspondent states that the Lackawanna has been ordered by Admiral Thatcher to proceed to and survey this reef and Islands, and as she leaves on a cruise next Monday, it is presumable that this is her destination, though we have no definite information regarding her movements."

*C.P.I. Ed. Note:* The above text is an excerpt taken from a longer article for a separate report on the islands and vessel mentioned.

Middlebrook Islands are identified as Brooks or Midway Islands. "Brooks or Midway Islands.—This atoll . . . was discovered by Capt. N. C. Brooks, in the *Gambia*, July 5th, 1859. He called the two islands *Middlebrook Islands*, and took possession of them for the United States, leaving a Kamchatkan as a settler . . .

". . . It was closely examined in September, 1867, by Captain Reynolds, U.S.N., in the *Lackawanna* . . ." (*Directory of the North Pacific Ocean*, Findlay, Third ed. 1886, p. 1117.)

[For additional *C.P.I. Ed. Note see MIDWAY 2. The original newspaper in Harvard University Library was not available for checking the apparent omission.]*

## MIDWAY 4

*New York Observer*

Sept. 26, 1867: 45, 2, 3

MBC

[Report in *Daily Mercury*, New Bedford, Sept. 25, 1867 (MNBedf) omits words "from San Francisco" but is otherwise identical.]

## THE NEW DISCOVERED ISLAND

A despatch from San Francisco announces that the island recently reported to have been discovered in the Pacific Ocean, the existence of which was subsequently denied, is a bona fide fact, and that the schooner (Milton Badger) has just returned from there, having left her captain and 18 men on the island. When the Badger left, the steamers of the China line lay at anchor four miles off the island, in about eight fathoms of water. The island, which is designated as Brook's Islands, will be used as a depot for these steamers.

*C.P.I. Ed. Note:* The text of this report is one item in a news column headed "THE NEW DISCOVERED ISLAND," the rest of which is irrelevant.

[For additional *C.P.I. Ed. Note see MIDWAY 2.]*

## MIDWAY 5

*Boston Courier*

Oct. 4, 1867: 1, 4, 3

MB

The newly discovered island in the Pacific, called Brooks Island, is in lat.  $28^{\circ} 13'$  north, lon.  $177^{\circ}$  west. A depot of supplies for the line of steamers from California to China will be established there.

*C.P.I. Ed. Note:* The text of this report is one item in a news column, the rest of which is irrelevant.

[For additional *C.P.I. Ed. Note* see *MIDWAY 2.*]

## MIDWAY 6

*Boston Daily Journal*

Dec. 3, 1867: 34, 4, 1

M; MB

THE NEWLY DISCOVERED ISLAND  
IN THE NORTH PACIFIC

The Honolulu Commercial Advertiser of Oct. 6, has an account of a visit of the United States steamer Lackawanna to Middlebrook Island and reef, in  $28^{\circ} 16'$  North Latitude,  $177^{\circ} 12'$  West Longitude. On arrival, the schooner Milton Badger, dispatched by the Pacific Mail Company, was found there, and her master, Capt. Burdett, had erected two frame houses. A thorough survey was made of the harbor and channels, and a maximum depth of 19 feet of water was found in the entrance, which is narrow. The tide rises and falls two feet. The lagoon, though deep, is said to be rendered unsafe, on account of many sunken coral rocks and fissures in it.

The result of the survey has not been very favorable to the selection of this island for a coaling depot or even a port of refuge. It may perhaps be used as such, but the light draft of water in the channel, the sunken rocks in the harbor itself, and the difficulty in making out the island in stormy weather, are all against its selection as a port. Plenty of fish and turtle abound there, and on one of the islands pretty good drinking water has been found by digging. Capt. Burdett, with a gang of men, remains on the island, and it is said, thinks favorably of the place for a depot for the China steamers. Two anchors were lost by the Lackawanna at the island. From the anchorage to the coal depot is three miles, which distance the coal must be lightered. The Advertiser is naturally opposed to the withdrawal of the



steamers from the Sandwich Islands route, and therefore perhaps, exaggerates the faults of the location.

*C.P.I. Ed. Note:* The text of this report is one item in a newspaper column headed "THE NEWLY DISCOVERED ISLAND IN THE NORTH PACIFIC," the rest of which is irrelevant. Complete text is used. . . .

[For additional *C.P.I. Ed. Note* see *MIDWAY 2.*]

*The Pacific Commercial Advertiser*, Honolulu  
June 6, 1868: 12, 2, 1  
MH

This mail also brings the report that the China Mail Company have abandoned Brook's Island, and will withdraw their improvements from it. The same paper has the following:

"Brooks Island—The Schooner Milton Badger, Capt. Coye, arrived on the 15th from the newly-discovered land in the mid Pacific, 1,000 miles west from the Sandwich Islands, and known as Brook's Island. The Milton Badger was under charter to the Pacific Mail Company, and brought back the men who had been placed there and all the stores shipped from this place. It appears that the discovery is not so valuable as it was thought it would be. The Company have, however, left a small quantity of coal there, properly protected from the weather in case any of their steamers should fall short."

We have expected to see this abandonment of Brooks Island. Never was a more unwise step taken than its selection for the purpose of a coal depot, when here is furnished by nature the most perfect harbor and depot that could be desired. The great objection raised in New York has been that the harbor of Honolulu is so small, and the entrance is so narrow, that these large steamers cannot readily enter, or when in cannot turn about. We do not concede this for the channel is nearly straight, and if the Company prefer to do so, the Hawaiian government will no doubt allow them to construct a pier of their own on the south side of the entrance, at the foot of Punchbowl street, which can easily be extended to such new dock. From this point these steamers could enter and leave without having to make a single bend, and have all the depth of water required.

*C.P.I. Ed. Note:* The text of this report is one item in a news column headed "SAN FRANCISCO BULLETIN," the rest of which is irrelevant.

[*For additional C.P.I. Ed. Note see MIDWAY 2.*]

*New York Semi Weekly Times*  
June 9, 1868: 13, 1, 3  
MBr

## CALIFORNIA

A schooner, chartered by the Pacific Mail Company, has brought back to San Francisco, from the recently-discovered Brook's Island in the Pacific, 1,000 miles west from the Sandwich Islands, the men who have been placed there and all the stores shipped from San Francisco. It appears that the discovery is not so valuable as it was thought it would be. The Company have, however, left a small quantity of coal there, properly protected from the weather, in case any of their steamers should fall short.

*C.P.I. Ed. Note:* The text of the above report is a copy of an article in a newspaper column headed "CALIFORNIA." . . .

[*For additional C.P.I. Ed. Note see MIDWAY 2.*]



## MIDWAY 9

*Daily Mercury*, New Bedford, Mass.  
 July 22, 1868: 37, 3, 1  
 MNBedf

## THE MIDWAY ISLANDS

The Midway Islands is the name given to two islands recently discovered in the Pacific Ocean, lying midway between the Sandwich Islands and Japan. They were recently occupied by Capt. Reynolds of the U.S.S. *Lackawana*, by orders of the Navy Department. Each island is about a mile and a half long, and three-quarters of a mile wide. They are formed of coral reefs, have good water, are over 50 feet in elevation at the highest point, and partly covered with shrubs and coarse grass. They will probably be used as a coaling station by the Pacific Mail Steamship Company.

[For C.P.I. Ed. Note see MIDWAY 2.]

## MIDWAY 10

*The Salem Observer (Weekly)*  
 July 25, 1868: 46, 2, 2  
 MSaE

## THE MIDWAY ISLANDS

The United States has taken possession of two small uninhabited islands in the Pacific Ocean, about half way from the Sandwich Islands to Japan. This is the first acquisition of territory ever made by our government in this manner. The islands are near together, and each is about a mile and a half long, by three-quarters of a mile wide. They were occupied by Captain William Reynolds of the U.S.S. *Lackawanna*, in obedience to orders from the Navy Department. He says he went ashore with six boat loads of men and several officers, fired a salute, and raised the Stars and Stripes on the highest point of land after which a scine was hauled, a large number of fish caught, and the day spent in picnicing. He named our new possessions the Midway Islands and called the harbor, which is an excellent one for vessels drawing less than eighteen feet of water, Welles' Harbor. The Islands are formed of coral reefs, give good water, are over fifty feet in elevation at the highest point, and partly covered with shrubs and coarse grass. The Pacific Mail Steamship Company will probably use them as a coaling station.

[For C.P.I. Ed. Note see MIDWAY 2.]



## MIDWAY 11

*The Pacific Commercial Advertiser*, Honolulu  
Feb. 13, 1869: 13, 3, 3  
MH

## MIDWAY OR BROOKS ISLAND

By the following resolution, which has passed Congress, it would appear that the United States Government intends taking steps to improve the harbor of Brook's Island, with a view of making a national depot there for coal and stores. Last evening's Bulletin had an article discussing the merits of the proposition;

Resolved, that the Committee or Naval Affairs be directed to inquire into the practicability, expediency and probable cost of deepening the entrance to the harbor of Midway Islands, in the Pacific Ocean, so as to afford a safe rendezvous and port of refuge and resort for the naval and merchant vessels of the United States.

*C.P.I. Ed. Note:* The text of this report is one item in a news column headed "EDITORIAL CORRESPONDENCE, SAN FRANCISCO," the rest of which is irrelevant.

[For additional *C.P.I. Ed. Note* see *MIDWAY 2*.]

## MIDWAY 12

*The Pacific Commercial Advertiser*, Honolulu  
Apr. 10, 1869: 13, 2, 5  
MH

## THE MIDWAY ISLANDS

We received by the last mail a copy of the Washington Daily Globe, in which the discussion in regard to an appropriation for improving the harbor at what is called Midway Islands, was printed in full. To parties residing in these islands knowing the facts in regard to their character, it seems strange that a reasonable man could suggest, and urge an appropriation of \$50,000 for the improvement of the mouth of a lagoon in a low coral island.

We have frequently conversed with the late Captain Snow, who owned and fitted the bark Gambia, which Capt. Brooks commanded at the time of the reputed discovery of the harbor, in regard to the islands, and he never entertained the idea that the lagoon possessed value as a harbor, exposed as it is to every wind that blows.

It is evident from the remarks of Senator Nye, that he has but little knowledge of Midway Islands and their harbor. When first called upon to give facts concerning the ownership of the islands, he started off with the blunder of mis-statement that they were "discovered about three wars ago by an American citizen by the name of Brooks" and this is a fair sample of the Hon. Senator's knowledge concerning these islands.

To those who are acquainted with the coral and sand formation at the mouth of the lagoons, it seems the acme of absurdity to ask an appropriation of \$50,000, or even \$100,000, for the purpose of dredging them to any required depth, and keep



them so. Again, when the Senator urges the importance of the islands for "our whalem<sup>e</sup>n, who are now whaling in the northern seas of the Pacific," who now "have to go to Honolulu every year to winter—but if this improvement is made they can winter at Midway Islands, where there is plenty of fresh water, and save some twenty-four hundred miles of somewhat dangerous navigation—we must smile. This is rich, and will make the whalem<sup>e</sup>n who "have to go to Honolulu every year", laugh. The only inducement that the Hon. Senator offers to the whalem<sup>e</sup>n is that they can get plenty of fresh water. Certainly the idea of "twenty-four hundred miles of somewhat dangerous navigation" will be news to the whalem<sup>e</sup>n. Doubtless all ocean navigation may seem dangerous to the Senator, but that the navigation from Midway Islands to this group is extra hazardous, may do to tell Marines or his brother Senators, but not to seamen.

The Senator's ideas in regard to the outfit of a whaler do not seem to have got beyond plenty of fresh water. An apprenticeship in New Bedford or Honolulu would soon satisfy him that let alone the matter of bread and salt provisions, it is sometimes necessary to get men, and after you get them to give them a chance to land where they may have a chance to get the scurvy out of their bones. So far as we know of Midway Islands, from whalem<sup>e</sup>n and others, (and we believe whalem<sup>e</sup>n knew of them long before Capt. Brooks ever saw them,) their population is rather limited, and not of such material as man whaleships, consisting principally of land crabs and turtles) moreover, that the plentiful supply of fresh water only exists in the imagination of the Senator, Senator Cole's description of the island as being "in the form of a crater of a volcano" differs somewhat from the description of others who have been there, and even that of Capt. Reynolds of the Lackawanna, who visited it for the purpose of surveying. Senator Grime's statement was that there was "eight feet of water at low tide, and perhaps twenty or twenty-one feet

of water at high tide", in this ocean. However, the "perhaps" which the Senator makes use of will let him out when the contrary is proven. When the gentleman says that he "was satisfied that \$50,000 would not be required to make the proper improvements at this harbor, and remove the obstruction" we can only reply that we should like to see the data laid before him upon which to base his opinion. We however do believe that "the gentleman representing the Pacific coast are very deeply interested in it". We can stand a mild taking down, but when men attempt to extol the advantages of a sand-island or atoll, and its harbor, we must enter our protest. Money can accomplish wonders, and it may convert Midway Islands into a coal station for the China Line of steamers, or even a naval station, but we don't believe that whalem<sup>e</sup>n will take advantage of it.

[For C.P.I. Ed. Note see MIDWAY 2.]



## MIDWAY 13

*The Pacific Commercial Advertiser*, Honolulu  
 May 28, 1870: 14, 2, 5  
 MH

The United States steamer *Saginaw*, Captain Sicard, arrived on Wednesday, eleven days from Midway Island, where she has been engaged for two months past in assisting the contractors who are engaged in removing the obstructions in the channel. The work is progressing favorably and can be done; but it will require from two to five years, instead of six months as was anticipated; and from five hundred thousand to one million dollars, instead of the fifty thousand dollars appropriated. The officers of the *Saginaw* hoped to find the *Ajax* here to send important despatches to Washington, but the sailing of that vessel before the advertised time, disappoints them as well as many others. The *Saginaw* will return to Midway Island in about ten days.

[For C.P.I. Ed. Note see MIDWAY 2.]

## MIDWAY 14

*The Pacific Commercial Advertiser*, Honolulu  
 May 28, 1870: 14, 2, 4  
 MH

## MIDWAY ISLAND

The return of the *Saginaw* from Midway Island, brings to mind the fact that the United States Treasury is in a fair way of being pretty neatly plucked to the tune, eventually, of perhaps a million dollars, to go into the pockets of speculators, in the futile endeavor to make that "lone barren isle", of any use. The report of Captain Reynolds, of the *Lackawana*, in favor of that island as a stopping place, was no doubt the prime cause that led to this attempt to make a harbor where so much labor and money must be expended in accomplishing it.

The weather at Midway Island is represented as having been very fine during the stay of the *Saginaw*. The dredging and blasting operations were just commencing, which as we said before, will cost Uncle Sam a big sum of money in order to enable a large ship to enter the yet unconstructed harbor. Fish and turtle were plenty and easily caught, but there was no fresh beef, potatoes, bananas or oranges to be found on the two or three acres of this "last best" acquisition of the American Government.

Now if the Pacific Mail Company want a deep harbor, we have it near at hand.—Pearl River Bay—large enough and deep enough to accommodate five hundred of their mail steamers. All that is wanted is about one hundred thousand dollars to blast and dredge out the channel. When this is done we have the second best harbor in this ocean, San Francisco being conceded to be the finest.

[For C.P.I. Ed. Note see MIDWAY 2.]



## MIDWAY 15

*Salem Gazette*

June 10, 1870: 46, 1, 4

MSaE

#### THE ISLANDS OF THE SEA

We have been favored with several letters, from Mr. J. S. Russell, of our city, a young man who accompanies the U. S. Expedition to Midway Island, as an electrician and engineer. The Midway Islands is an uninhabited island about the centre of the Pacific Ocean, which was discovered about three years ago. Its position makes it of value as a (coaling station) for our (commerce) between (California and the East), and our government sends out this expedition to take possession, clear the harbor, and prepare it otherwise for its uses. These letters are written by Mr. Russell to his relatives in this city; and we are confident they will be perused with interest. Midway Islands, April 10th, 1870

Since I last wrote you we have accomplished the voyage, of 3200 miles, from San Francisco, and are now comfortably located on this isle, in the centre of the Pacific Ocean. We came via the Sandwich Islands making the passage from San Francisco to Honolulu in 15 days. The schooner started with us, but was compelled to turn back again, which, as we afterward learned, occurred on the following Saturday. We arrived at Honolulu on the 8th of March, and remained there one week; during which time I lived at the Sailor's Home, the only public house open in the city. I cannot, at this time, give you an extended description of the place; suffice it to say, that it has about 15,000 people, contains five churches, has an odd fellows lodge, two masonic do., and a very few liquor shops. The people, I should judge, are not addicted to the use of ardent spirits, although

their morals will not bear examination. There are some of the finest Gardens in this city, that I have ever seen; and I enjoyed myself exceedingly, strolling and lounging about in them. There is one, about half as large as the Salem common, but oblong in form, that is completely filled with all kinds of fruit trees and shrubs and plants, natives both of the tropical and temperate climes. I saw dozens, of camilia and rose plants, or rather trees, either one of which would have filled Aunt's conservatory so full that there would not be room for a blossom to fall into, if it should be broken from the branches. The display of roses, of all kinds, rivalled the horticultural exhibitions, annually holden in Boston. But what was particularly pleasing to me was to see, after passing avenues and paths lined with coffee, and spice trees, and plots of banana, and pineapple plants, and breathing an atmosphere redolent with their various perfumes, so unlike anything we possess at home, to come suddenly upon small groves of the common arbor vitae, or white cedar, of the Northern States, flourishing side by side with the cocoanut of Central America, and the Caoutchouc, or India rubber tree, of the Amazon country, in South America. I use to sit down under these trees for hours together, and picture to myself the barren, and desolate appearance of the gardens in Massachusetts at this season of the year, and contrast them with this one, which is always in a condition of beauty. I could hardly convince myself that but ten weeks had elapsed, since I waded through two feet of snow, in a grove of cedars in the town of Wenham, Mass. 6000 miles away, with the thermometer of zero, and now I was sitting in the shade of similar trees, in a clime where ice and snow are never seen. Another very attractive feature in these gardens are the little streams of water, which are brought from the mountain rivers through a canal, and then distributed through all parts of the grounds, taking the appearance of small brooks, which besides greatly increasing the attractiveness of the place, supply the



vegetation with an abundance of moisture, and impart a delicious sense of coolness to the atmosphere, quite refreshing to a person when the mercury in the thermometer indicates 9° Fahrenheit. This was the average heat during my stay, and the inhabitants tell me that it is a fair sample of the weather throughout the year. A clear sky during most of the days, and rain falling during the night, in the form of gentle showers. In fact, it is a climate that, I think, would just suit the pious but avaricious old lady who is said to have expressed the wish that the Lord would allow the rain to fall during the night and on Sundays, so that the poor hired men would have a rest.

Another prominent feature of the city, which engaged my attention, was the great number of dogs, which were so numerous, that one could not turn one's eyes in any direction, "except skyward" and see less than a dozen. Every native had constantly with him never less than four, and of as many different sizes and colors; and the women, judging from the manner in which they caressed them, cared more for the dogs, than for their children. Wherever one went, the canines did largely abound, and on Sunday evening, when I attended divine services, at the Kanaka Church (Kanaka is the name of the nation or people) I occupied a pew, together with two women, one man, and five dogs. One of the women very kindly deposited two of the dogs upon the floor, to make room for me upon the seat. The service being somewhat lengthy, and I being rather weary, I found one of the dogs to be very useful as a footstool, before its conclusion. While referring to the women, it may not be out of place to speak a word about their dress, which consists of one long black or white cotton garment, resembling a night gown, cut with a yoke across the shoulders, and rather full in the skirt, so that as they walk, being quite large sized and straight and erect, and without, bare headed and bare footed, they present quite an imposing appearance.

*C.P.I. Ed. Note:* The text of this report is one of a series of excerpts taken from Mr. J. S. Russell's letters which appeared in the *Salem Gazette* during 1870. The other articles are covered in separate reports. [See *MIDWAY 16 & 17.*]

BROOKS or MIDWAY Islands were discovered by Capt. N. C. Brooks in the *Gambia*, July 5th 1859. He called the two islands *Middlebrook Islands*, and took possession for the United States. (On his return he kept its position a secret and his discovery was utilized by the Pacific Mail Company, who intended forming a depot for their Trans-Pacific steamers. With this in view it was closely examined by Captain Reynolds, U.S.N., in the *Lachawanna*, his report was published by the U. S. Bureau of Navigation. (Findlay, *Directory of the North Pacific Ocean*, Third Edition, 1866, p. 1117.)

Welles Harbour is 28° 14' N., 177° 23' 15" W. (Ibid, pp.1118-1119)



## MIDWAY 16

*Salem Gazette*

June 14, 1870: 47, 1, 3-4  
MSaE

## ISLANDS OF THE SEA

Correspondence of the Salem Gazette.

Midway Islands, April 10th, 1870. The food of the natives of Honolulu consists of fish and poi. The latter is made from a bubous root, called Tara, which is somewhat in appearance like a dahlia root, but as large as a good sized cocoanut. The process of manufacture, is to heat some stones very hot, then arrange them in a circle; on these pile the bulbs, in a pyramidal heap, cover the whole with 3 inches of loam, and then pour water enough to penetrate the stones. The heated stones convert the water into steam, and this cooks the roots. After being steamed about 12 hours, they are removed from the heap, peeled, and placed in a large trough, like a chopping tray, and pounded with a stone pestle about five hours. This reduces them to a fine flour, which is mixed with water, to the consistence of batter, such as buckwheat cakes are made of, and is then ready to eat. Within a few hours it ferments, and becomes sour, and in this condition, it looked to me more like sour paste, than an article of food. It is exposed for sale, upon certain street corners in calabashes, made of gourd shells, resembling the half of a large pumpkin shell, which would hold a gallon, and costs 50 cents. When eating the family sit down on the floor around the calabash, and dipping one, two, or three fingers into the poi, according to its consistency or thickness, convey it rapidly to their mouths, taking occasionally a bite from a raw fish, as a sort of appetizer, I suppose. When all have satisfied their hunger, the

cover is put on the calabash, the remains of the fish wrapped in a large banana leaf, and both are set aside until wanted, for supper.

Their style of living is very plain and primitive indeed, and the use of knives, forks and spoons, and washing dishes, are habits they have not yet contracted. We sailed from the harbor of Honolulu on Tuesday, the 15th of March, for this place, (Midway Island) and arrived on the 24th, after a pleasant voyage, having only two days of foul weather, during the trip. We came in sight of the Island, on a beautiful, sunny morning, the 24th of March, during calm weather, with a smooth sea. The breakers, dashing against the reefs, could be seen from the steamer, a long while before we reached them, and appeared more like a beautiful picture, than real water and coral reefs; in fact it was a view that one rarely sees. Imagine a brown coral reef, rising irregularly, out of a clear, blue sea, smooth as a polished mirror, and enclosing an oral basin, some eight or ten miles in length and width, of a very light green water, containing two islands, one composed of sand, as white as snow, which sparkled and glistened in the sun, most brilliantly and the other, covered with a dark green vegetation of shrubs and vines and grass, with a narrow yellow beach, running to the water's edge, the two islands situated about an equal distance apart, and form the reef, on either hand, against which the surf rolled, in a constant shower of white foam, and glistening spray, which formed a multitude of little rainbows, so to speak, and you will have a faint idea of the appearance of the scene, as it appeared to me, on that morning, and the like of which cannot be seen elsewhere in the world. On reaching the entrance through the reefs, we ran into the basin and dropped anchor, in the harbor proper, about a mile from the white island. We immediately launched our own whale boat, and ten of us started for the shore. The boat being in deepwater, which was shallow on the beach, she



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grounded, when within four rods of dry land, and it became necessary to lighten her. But no one seemed disposed to get into the water, and as I had left the ship with the intention of sleeping on shore that night, I jumped into the sea, and waded ashore carrying my valise and a pail full of hard bread in my hands, over my head, and consequently was the first one to step foot upon the land. I at once started for the houses, three of which we could see at a short distance, but just at this time a shower which had been coming up, burst upon me, and in a minute I was soaking wet, from head to foot. The party in the boat getting wet also, concluded to wade ashore, and follow me to the houses. We found them to consist of a neat little cottage, painted white, with blinds to the windows, and a piazza on each side, and a large double house, very cool and airy, likewise supplied with a piazza, &c., and a cupola on the roof. The house was suitably divided into sleeping rooms, parlors, and dining room, and in the other house was located the kitchen, and store-house or pantry. The party with the exception of Ned Judd, a South Carolinian, and myself, decided to go back to the ship, for supper, and dry clothing, but we started to walk around the Island. We were  $3\frac{1}{2}$  hours in making the circuit, and on the way we came across 10 large turtles, some of them weighing 400 lbs. We also met a great number of seals, many of them 6 feet in length and as large as a flour barrel. On returning to the house, we went in search of the well, and found it close at hand, covered over with boards. Removing these we saw plenty of water, but had nothing to get it with, neither could we get down into the well, it being boarded up, with smooth slippery boards. Luckily we found in the house an old empty tomato can, and taking our suspenders, we tied them together, and lowered the can into the water, and drew up as much as we wished. Then we went into the house, eat plentifully of the hard bread from the pail, lay down on the floor, and slept splendidly until morn-

ing. Breakfasted on the bread again, lowered the tomato can into the well, for water, drank heartily and started off to catch a turtle. We soon had a 200 lb chap; and soon after we returned to the house the boat came ashore and brought us some boiled pork, bread, beef, and canned tomatoes, and soon after we went back to the ship, as a storm of wind and rain, was coming on. This was Friday afternoon, March the 25th. The storm raged until Tuesday, so that the boats did not come ashore, and Ned and I lived on pork and tomatoes, (for we had eaten all the bread by Saturday noon,) for three days. When the storm abated, the boats came ashore, and an abundance of food was brought us, and we assisted in preparations for landing our stores and taking possession of the premises. But this, together with a description of the islands, will properly form the subjects of another letter.

[For C.P.I. Ed. Note see MIDWAY 15.]



## MIDWAY 17

*Salem Gazette*

June 21, 1870: 49, 1, 4-5  
MSaE

## THE ISLANDS OF THE SEA

Correspondence of Salem Gazette.

Midway Islands, April 10th, 1870

Continuing the account of my travels, it is proper to state that on Friday, the day after our arrival, the schooner came into the harbor. She had been 27 days on the passage, which had been smooth and pleasant. On the following Tuesday we rafted a part of our lumber to the shore, towing the rafts with 5 boats against a heavy sea, and in the face of a strong wind. We also built a scow and transported our stores and powder and machinery to the shore, being engaged, until last Thursday, April 17th. We also, during that time, constructed a magazine, store-house, workshop &c. &c., and set up house-keeping in good style, and are now building a large scow and erecting machinery, &c. and will probably begin submarine operations within a month. The island on which we live is sandy, about 3 miles long and wide, and rolling on the surface, the highest point being about 50 feet above the sea. On one side and end there are groves of large bushes, whose branches extend downwards in many places, and take root in the ground, thus forming a dense thicket, in which immense flocks of beautiful birds, some (as white as snow,) and others as (black as ink) are rearing their young. They are so tame that we take them in our hands, and wherever we walk, a flock is constantly hovering and flying about us. There are more than 30 different kinds of birds on the two isles, and they hover about and over head in such [immense numbers] that the

air seems alive with them. Some of the birds resemble geese; then there are hawks and ducks, pheasants, doves, plover, and snipe. They are excellent to eat, and we cook them in a great variety of ways. But during the night they fill the air with the most discordant noises, screaming and howling and groaning and laughing and moaning most dolefully. the combination producing a perfect pandemonium of sounds. Some of their cries so nearly resemble those of a human being in distress as to almost convince us, that some one was seeking our aid and assistance. And again others will yell, with such ferocity as to startle a person into the belief that he is surrounded by savage animals, thirsting for his blood; while in reality the only animal life upon the island except the birds, are the common house flies.

The water abounds with fish of all descriptions, of a size varying from a (50 feet shark) to the small flying fish, and schools of what seem to be a sort of smelt. In sailing across the basin, we have had (5 large sharks) at a time, following in our wake, and ready to eat any one unlucky enough to fall from the boat. We anticipate great sport in catching them as soon as we can arrange a (ackle strong enough to hold them.) The (turtle are so plenty that we can in an hour, catch a dozen, weighing from 50 to 400 pounds each, and their flesh in the form of roasted joints, steaks and soups, (appears very often) upon our dining table. The water is warmer than it ever is at home, and we possess most ample bathing facilities, our house being so near the beach that we can go and bathe every morning before breakfast, which is on the table at 6 A.M., but we usually rise at 5, for we do not desire to sleep later than that in the morning. The weather is delightful, the thermometer ranging from 86° in the shade and breeze to 108° in the sun; yet it is not at all uncomfortable, but it colors a white person, to a most complete shade of brown. Our party look more like natives of the tropics, than genuine New Englanders. It is barely possible, that we may become



quite black, before summer is ended. If such a result does occur I will give you the particulars in another letter.

[For C.P.I. Ed. Note see MIDWAY 15.]

*Salem Gazette*

Aug. 19, 1870: —, 2, 6  
MSaE

#### THE HARBOR AT MIDWAY ISLANDS

Lieutenant-Commander Sicard, commander of the *Saginaw*, who is superintending the deepening of the channel to the harbor at Midway Islands, reports that the \$50,000 appropriated by Congress is not sufficient to complete the work. Mr. Townsend of Boston, the contractor, does not think the harbor fitted for large ships. It is estimated that at least \$175,000 and three years industrious labor will be required to finish the harbor.

*C.P.I. Ed. Note:* The text of above report is similar to a series of excerpts taken from Mr. J. S. Russell's letters which appeared in the *Salem Gazette* during 1870. This report is included in this group as mention is made, in a later report, of the lack of funds necessary to complete the work.

[For additional C.P.I. Ed. Note see MIDWAY 15.]



## MIDWAY 19

*The Pacific Commercial Advertiser*, Honolulu

Sept. 7, 1870: 15, 2, 5

MH

The U. S. steamer Saginaw, Lieut. Com. Sicard, arrived at this port on Wednesday last, from Midway Island. We hear of nothing new or fresh from that "lone barren isle"; beyond coral reefs, turtle, fish and ennui. The fifty thousand appropriated by the American Congress in the vain attempt to make the island a naval and trans-Pacific coaling station, have been about exhausted, and the Saginaw returns shortly to the reef.—for it is nothing else—and thence to San Francisco, with those who have been hard at work laying out that \$50,000 for Uncle Sam. That amount expended on the entrance of Puuloa, on this island, would have given to the commerce of the Pacific a magnificent harbor, second to none.

[For C.P.I. Ed. Note see MIDWAY 2.]

## MIDWAY 20

*Boston Daily Advertiser*

Dec. 6, 1870: Supp. 2, 3

MB

## MIDWAY ISLANDS

According to the act making an appropriation of \$50,000 for deepening the entrance to the harbor of Midway Islands, in the Pacific Ocean, a contract was entered into with Mr. George W. Townsend, of Boston, September 30, 1869, to execute the work, and one of the vessels of the Pacific fleet, the Saginaw under Lieutenant Commander Sicard, was detailed to aid the contractor by making the necessary surveys. More difficulty has been experienced and greater obstacles encountered than were anticipated, but at the date of the latest report, from the officer in charge, he was able to form a tolerably fair estimate of the time and cost of completing the work. His estimate of time is fifty-two months from April 23, to date of its commencement, and of the cost about \$214,000—which sum he considers to be the least that can be allowed. As the department has given positive instructions that the appropriation be not exceeded, there will be no means for prosecuting the work longer than October, at which time the party proposes returning to San Francisco.

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

[For additional C.P.I. Ed. Note see MIDWAY 2.]