



South Pacific Office,
Government House Grounds,
Suva, Fiji.

P.6/1/1

5th December, 1960.

Dear Mr Maude.

Thank you very much for your letter of 11th November about the Pitcairn Commemorative Stamp issue. I have now got the designs off to London and await comments. The designs we chose were those you suggested - (3), (8) and (10) and I really am most grateful to you. The descriptions of the designs read -

- A. Value 3d. Royal profile (1), Pitcairn Island in relief, portrait of Simon Young (r), who went back with the second party and assumed the mantle of Nobbs as pastor and school-teacher.
- B. Value 6d. Norfolk Island (1) and Pitcairn Island (r) in plan separated by Royal portrait (c).
- C. Value 1/-. Migrant schooner 'Mary Ann', Royal profile (r). (If you happen to know of a portrait of Moses Young we could probably include it in the design).

Everyone is certain an article by you would help the Crown Agents' publicity campaign. Cruickshank, the new P.M.G., suggests a brief article consisting of an introductory paragraph giving reasons for the commemorative issue, followed by individual paragraphs relating to the significance of each stamp. I rather imagine the article would be used in the Crown Agents' stamp magazine and I should probably have additional copies printed for distribution to collectors from Pitcairn Island.

I feel that having picked your mind to the extent we have in a very pecuniary cause, a measure of appreciation would not be inappropriate, and I would like to know if there is any obstacle to your receiving an honorarium?

So far as the short history and reading list mentioned in my letter of 5th October are concerned I cannot give a firm answer yet on publication. I would like to produce an official report on Pitcairn every so often but have not yet found out if my idea would be acceptable. I shall write again if I may.

Although I have been named as British Consul for Tahiti neither official recognition nor funds have come through so I have not yet made a visit. It seems as if Tahiti must be in the "Miscellaneous Affairs" department with Carlton-Browne in charge - or haven't you seen that film.

We send you all our very best wishes for Christmas and the New Year.

Yours sincerely,
Reid Cowell

(Reid Cowell)

Department of Pacific History,
11th November, 1960.

Reid Cowell, Esq.,
South Pacific Office,
Government House Grounds,
SUVA, Fiji.

Dear Reid,

I find that I have two letters from you to answer, and one fervent apology to make in that I never carried out my undertaking re the Pitcairn Islands stamps; this was not, I may say, because you gave me too little time, but rather that you gave me too much and the letter consequently got itself buried and the commitment forgotten.

However, I did make out a list of suggested designs for the three stamps at the time, and have now revised them as set out below:-

Maps:-

- (1) Showing Pitcairn and Norfolk Islands in relation to each other, to the north of New Zealand and to the neighbouring island groups (i.e. not covering so much ground as the one on the old 5d stamp).
- (2) Pitcairn Island (this always looks effective, particularly in relief).
- (3) Pitcairn on the right of the stamp and Norfolk on the left, in insets (with perhaps 3 dotted lines - and arrows - connecting the two, to indicate the outward and the homeward voyages).

Portraits:-

- (4) George Hann Hobbs (1800-1864), who led the original migration (the portrait in Murray's book is the standard).
- (5) Admiral Sir Fairfax Moresby, who was responsible for the move.
- (6) Sir William Denison, Governor of N.S.W. and Norfolk Islands, who supervised the move and settlement (there is an excellent portrait of him available).
- (7) Moses Young, who led the first party back.
- (8) Simon Young, who went back with the second party and assumed the mantle of Hobbs as master and schoolteacher (there is a good

enough picture of him for the artist to work on at P. 175 of Rosalind Young's book).

Ships:-

- (9) The Korovshin, which brought the people from Pitcairn.
- (10) The schooner Mary Ann, which brought the first party back.
- (11) The schooner St. Kilda, which brought the second party back.

Views:-

- (12) Kingston, Norfolk Island, where the people landed and settled down. (there are several good contemporary pictures; see, for example, the one in Murray's book).
- (13) Bounty Bay, where they landed on their return (I know this has been featured on the old 2/6 stamp, but I am thinking of one looking down from above and showing the boatheads, as on p. 94 of Johnson's Hailing to Sea).

I personally favour (3), (8) and either (9) or (10), as being the most appropriate to your theme. Presumably the Colonial Office has researchers who can dig up the best contemporary reproductions of any ship chosen from which to make the artist's sketches, but if not I can search in the Mitchell, Dixon and Nan Kivell Collections and enquire from such organizations as the World Ship Society and the Society for Nautical Research. Just send me a cable if you want prompt action; Paddy Macdonald always does, and once got action within 24 hours.

As regards the article on the return, if you still want this I can undertake it immediately after I have finished my present commitment and the maps which I still owe for the last. That is, I should be free to write it about the middle of December. It would not take more than a day or two but I would need to know the approximate length and its probable use (so that I can get the style right; or at least try to).

The last point concerns the suggestion in your letter of October 5th that I might produce a brief History of Pitcairn Island and a Reading List. This should present no difficulties but again I should like to have an idea as to the length and whether it is intended to publish the Report (the point here being that if not I cannot count it as work and must therefore theoretically produce it only in my spare time).

Caricatured enough, I have just finished the piece on Pitcairn Island for the new edition of the Encyclopaedia Britannica; also a much longer one on Tonga. I hear that the Britannica Year Book people illustrated Dick Wilson's last effort on Tonga with a picture of Lakemba; too bad they never consult the authors, or even inform them, when selecting the pictures.

I see that you are now British Consul for Tahiti, which should prove a most interesting job. All of them I knew took to drink. I have just had the entire records of the Consulate (including the Raiatea Consulate, which got incorporated), internal correspondence as well as despatches, copied on microfilm, so if you want to know the score on any issue you have only to ask me.

Yours sincerely,



E.E. Hende.



SOUTH PACIFIC OFFICE

GOVERNMENT HOUSE GROUNDS,
SUVA, FIJI.

2nd November, 1960.

Your reference:
Please quote: P.6/1/1

Dear Mr Maude,

Would you please refer to my letter of 8th June about the Pitcairn Islands commemorative stamp issue. I am afraid we already have had the Crown Agents inquiring about the designs and I am wondering when you are likely to have your suggestions ready? I hate having to press you when you are busy but it does take some time to get the designs through the machine.

Please excuse the brevity of the note but I am writing-up my Report on a very interesting Twenty-first Session of the S.P.C.

Yours sincerely,
Reid Cowell

(Reid Cowell)

H.E. Maude Esquire, O.B.E.,
The Research School of Pacific Studies,
Australian National University,
P.O. Box 4,
CANBERRA.



SOUTH PACIFIC OFFICE

GOVERNMENT HOUSE GROUNDS,
SUVA, FIJI.

Your reference:

Please quote: O.1/1/5

5th October, 1960.

Dear Maude,

From time to time I have thought it would be useful to have a short volume, along the lines of the Colonial Reports, on Pitcairn Island. To this end I obtained a draft report from Schubert before he left which I propose to keep up to date. Missing from our records, however, are a reliable short history of the Island and a Reading List and I am wondering if you would have time and the inclination to prepare contributions? There would be no great hurry for them as I am unlikely to have the rest of the information edited before the middle of next year.

Incidentally, are you still using my copy of "Our Island"? I feel we ought to have it back on record as soon as you can spare it.

With best wishes,

Yours sincerely,
Reid Cowell
(Reid Cowell)

H. E. Maude, Esquire, M.B.E.,
Australian National University,
P.O. Box 4,
Canberra.

13th July, 1960.

Reid Cowell, Esq.,
South Pacific Office,
Government House Grounds,
SUVA, FIJI.

Dear Reid,

.... Sorry that page 1 was missing: I have since found
it and enclose a copy for your file.

Your letter re the Pitcairn commemorative issue has
also arrived and will receive my most careful consideration.
At the moment things are a bit of a flat spin; I often think
wistfully of retiring and growing roses, but suppose I never
shall.

We have had a spate of islands people here of late:
Gutch, Bernacchi, Robson, Rennie, and now Jean Guiart for
the week-end.

Yours,



H. E. Maude.



SOUTH PACIFIC OFFICE,
GOVERNMENT HOUSE GROUNDS,
SUVA, FIJI.

Your reference:
please quote:

P.6/1/1(c)

8th June, 1960.

CONFIDENTIAL

Dear Mr Maude,

We have now received the Secretary of State's approval for the issue of a commemorative set of stamps as suggested in your letter of 8th April, and we are very glad to accept your offer to suggest designs and prepare an article for publication. It has been decided to issue a set of three stamps comprising the 3d, 6d and 1/- values and, as we would like to get them on sale at the end of 1961 or early in 1962, it would be helpful if you could let me have your suggestions by the end of September. If you could manage that it would be possible for me to feed the designs into the machine before the Session claimed my full attention.

It looks as if we shall have a busy time in Noumea this year as the ceiling on contributions set by the Canberra Review Conference expires. We are hoping to secure a bit more money but it is too early to say if we shall be successful. We expect to have a 'full' delegation - Sir Kenneth, Sir John, Michael Bernacchi and me.

I had a few hours at Tarawa last month by courtesy of the RNZAF which I enjoyed greatly. There are very few Europeans there whom I know but a number of Gilbertese and Ellice Islanders including Tutu and Penitala. It was gratifying that I could still pour out Gilbertese, almost as if I had never been away.

With best wishes,

Yours sincerely,

Reid Cowell

(Reid Cowell)

H. E. Maude Esquire, O. B. E.,
The Research School of Pacific Studies,
Australian National University,
P. O. Box 4,
CANBERRA.

8th April 1960

Reid Cowell, Esq.,
South Pacific Office,
Government House Grounds,
SUVA. FIJI.

Personal and Confidential

Dear Mr. Cowell,

I have been giving some thought to the question, raised in your letter of the 16th March, as to whether there will be in the next year or two any anniversaries of events in Pitcairn's history suitable for commemoration by a new stamp issue.

My candid opinion is that an issue based on the 10th anniversary of the P.I.O.I.C. would be regarded by philatelists as bogus and might provoke representations to the Colonial Office and a lessening of the island's popularity among collectors. This has happened in other countries, with depressing results from a revenue point of view.

The same objection would, I submit, apply to the 60th anniversary of the third constitution (even linked in a constitutional series). Any anniversaries other than centuries and half-centuries are usually regarded as fakes, suitable only for Central American republics of the more ephemeral type. And in any case the only constitution in Pitcairn's history worthy of commemoration would surely be the 1838 one.

The 150th anniversary of the discovery of the settlement by H.M.S. 'Briton' and 'Tagus' in 1814 would, I think, be better; but I cannot recommend it as it would probably raise a howl in the States, where Folger's 1808 visit is well known (though it was not known to the Captain's of the two warships).

What I do think that you can legitimately commemorate, however, is the 100th anniversary of the Return from Norfolk Island, 1859-64, this seminal period witnessing the final settlement of Pitcairn and the beginning of continuous occupation.

You will remember that while the advance party returned from Norfolk in 1859 it consisted of only two families, and that the main group did not arrive until 1864, thus completing the reoccupation. It seems to me therefore that any commemorative issue of stamps should bear the dates 1859-64 and could legitimately appear any time between 1959 and 1964.

If you like I would be willing to suggest a few suitable portraits and scenes (and probably a map showing Norfolk and Pitcairn and the route) for the various stamps, and also to prepare an article on the return for

publication when the issue appears.

I have checked up on the dates you mention and find only one wrong: the second constitution came into force on January 1, 1893. I am enclosing a rather rough draft I once wrote on The Social and Administrative History of Pitcairn Island which may be of interest to you as the present administrator. If it is of any use by all means take copies of it; but as it's the only one I have please send it back as I mean to revise it for publication some day.

Schubert rang me up a week or two ago, and I have since written to him.

Yours sincerely,



H.E. Maude.

Pitcairn Island Anniversaries

Anniversaries in Years

Year	Event	10	25	50	60	100	150	200
1767	Discovery of Pitcairn by Carteret - -	-	-	-		-	-	1967
1790	Settlement of Mutineers - -	-	-	-		-	-	1990
1808-09	Discovery of settlement by American whater "TOPAS"							
1829	Death of John Adams - -	-	-	-		-	1979	
1831	Evacuation to Tahiti - -	-	-	-		-	1981	
1838	Annexation and First Constitution (HMS 'FLY')	-	-	-		-	1988	
1856	Evacuation to Norfolk Island							
1886	First S.D.A. Mission (American) - -	-	-	-		1986		
1892	Second Constitution - Rookes of HMS 'CHAMPION	-	-	-		1992		
1898	Application of P.O.I.C to Pitcairn-	-	-	-		1998		
1904	Third Constitution - -	-	-	-	1964			
1914	Opening of Panama Canal - -	-	-	1964	1974			
1940	Fourth Constitution and First Postage Stamp -	-	1965	1990	2000			
1948	First Government School - -	-	1973	1998				
1952	Constitution - P.I.O.I.C. - -	1962	1977					



SOUTH PACIFIC OFFICE,
GOVERNMENT HOUSE GROUNDS,
SUVA, FIJI

Personal and Confidential

16th March, 1960.

Dear Mr. Maude.

We have been giving some attention to the possibility of a commemorative stamp issue for Pitcairn Island in the near future and I wonder if you could add to our list of occasions - a copy of which I attach.

I would like to have an issue either next year or early in 1962 and, from my list, only the tenth anniversary of the Pitcairn Island Order in Council seems to be possible. We are not, however, very impressed with it as an occasion though we might be able to work in the 1838, 1892 and 1904 "constitutions" to make a constitutional series. Before I make any such suggestion seriously and officially would you be kind enough to confirm the dates and give me any information you have on them? I think I got them from "Our Island" which is still in your possession. If, of course, you have a better suggestion than this I would be only too glad to know.

Schubert, our last Education Officer on Pitcairn, stayed a few days with us on his way back to Australia and, in view of your Pitcairn project, I suggested he should contact you. I hope he did and that he was able to give you some recent information.

With best wishes,

Yours sincerely,
Reid Cowell

(Reid Cowell)

H. E. Maude Esquire, O. B. E.,

The Research School of Pacific Studies,
Australian National University,
Box 4, G.P.O.,
Canberra

Department of Pacific History,
6th December, 1961.

Mr R. Ferne,
Crown Agents for Overseas Governments,
4 Millbank, Westminster,
LONDON, S.W.1. England.

Dear Mr Ferne,

Thank you for your letter 89/Pitcairn Is. 53 of the 29th November,
kindly sending me a set of the new Pitcairn Island commemorative stamp
issue.

They look a very attractive trio and I am sure will sell well.

It was fun solving the mystery of the Mary Ann/Louise and I hope
to find time to write the story up on my way to England by cargo boat
in January.

Yours sincerely,



H.E. Maude.

G9/Pitcairn Is. 53

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

ABBEY 7730

4, MILLBANK,
WESTMINSTER,
LONDON, S.W.1.

29th November, 1961.

Dear Mr Maude

You may recall earlier this year giving us help in the production of a stamp issue commemorating the return of Pitcairn Islanders from Norfolk Island. We found your information of great help and in thanks we are sending you a set of the stamps.

Thanking you once again,

Yours sincerely

C. Lane

H. E. Maude, Esq., *O. B. E.*

Department of Pacific History,
15th May, 1961.

Reid Cowell, Esquire,
South Pacific Office,
Government House Grounds,
SUVA, Fiji Islands.

Dear Reid,

Thanks for the list of suggested designs for yet another new issue for Pitcairn; they look a good selection to me but as they are pictorial rather than historical I have no useful comment to make.

The Louisa business worked out quite well in the end and resulted in adding an unexpected prologue to the story of the Stewarts of Atimaono. If the Crown Agents cannot work out a good picture of the schooner from the descriptions sent they ought to be shot; and in any case they should now be able to trace her plans in England if needed.

When PIM was here we discussed the best way to get a permit for Alaric and Annabel to visit Tonga for a few months while he works on a study of population versus resources. Presumably like most other Polynesian territories they have about had peripatetic researchers on this and that; and I for one cannot blame them. But Alaric's theme is of a severely practical nature and I really believe could be of assistance to the administration in their future thinking and planning.

Anyway, Oskar Spate has now written to Paddy as Acting Governor (Consul-General, or what have you) and this is a follow-up idea to enlist your support in the good cause. Whatever you say we should do we will do, though I have little faith in a direct request from the University to the Tonga Government. At least in the case of Ron Crocombe they never answered letters and telegrams over a period of months.

If Alaric is lucky enough to pierce the tapa curtain what would you advise me doing re finding him accommodation? He's not broke and will pay his way but someone told me that there is no no boarding house in Nukualofa? Maybe I could write to friend Coode, who might be able to find him a room in town? We used to know Goodacre (before he was Treasurer) and maybe he could help? Once installed Alaric will have to make his own working arrangements.

I had a letter from some crony of yours in Tahiti by the name of Y. de Saint Front (a Rear Admiral, I gathered) and have sent him all he asked for; also a good list of supplementary literature he should read if he is to write

on Polynesian navigation. But the problem is how to get it all to him, as Makemson's tome on Polynesian astronomy is a must; and it would be expensive to photostat.

With best wishes to you both from us,

Yours,

J. M.



SOUTH PACIFIC OFFICE

GOVERNMENT HOUSE GROUNDS,
SUVA, FIJI.

Your reference:

Please quote: P.6/1/1

24th April, 1961

Dear Mr. Maude,

Thank you very much for the copies of your two letters of 31st March and 14th April to Ferne about the "Louisa - Mary Ann". While I feel very guilty that the research must have taken so much of your time, there is consolation in the second paragraph of your second letter where you say you will be writing an article on it. I hope we shall be on your distribution list!

While we are on the subject of stamps you might like to peruse and cogitate on the enclosed paper where I have listed my first suggestion for a new definitive issue we hope to bring out at the end of 1963 or early in 1964.

Once again very many thanks and I'll write again as soon as we've set our eyes on the proof copies of the stamps.

With best wishes.

Yours,
H.E. Maude

H.E. MAUDE ESQUIRE, O.B.E.,
etc etc.

POSSIBLE DESIGNS FOR NEW STAMP ISSUE: 12 ONLY REQUIRED

- | | | |
|-----|--|--|
| 1. | Map of Pitcairn Island, Henderson Ducie and Oeno. | This can be prepared in SPO. |
| 2. | Pitcairn Island in relief with Shaw Savill boat in foreground. | Good colour print available in SPO |
| 3. | "BOUNTY" in relief. | Can be prepared in SPO. |
| 4. | "BOUNTY" anchor. | Good colour print available in SPO. |
| 5. | Bell of HMS "PITCAIRN" | Good colourprint available in SPO. |
| 6. | Henderson Island Chicken Bird. | This bird is believed to be unique and a colour photo would be valuable. |
| 7. | John Adams' grave. | Good colour print available in SPO. |
| 8. | Bounty Bay (close up). | Good colourprint available in SPO but any additional photos welcomed. |
| 9. | Church. | Black and White only available. Colour photo would be useful. |
| 10. | Square. | Mr Bradnam says a photo of the whole square might be possible from the top of a nearby tree. Valuable if possible. |
| 11. | Radio Station. | Only useful if we get new station built this year. |
| 12. | Rock carvings. | A fair colour print is available in SPO but a better one would be welcome. |
| 13. | Goat or goats. | A colour print of one of these contentious animals might be useful. |
| 14. | Boat in full sail. | Good colour print available in SPO. |
| 15. | School. | A good black and white of the whole building and playing field probably from the "WARRIOR'S" helicopter is available in SPO. It is taken from right hand side facing school. Colour photo from coconut tree in right foreground might be good. |
| 16. | Bligh and party being cast adrift. | Print available in SPO. |
| 17. | Building a canoe. | Colour print available in SPO. |

Department of Pacific History,
5th May, 1961.

Mr R. Ferne,
Crown Agents for Overseas Governments,
4 Millbank, Westminster,
LONDON, S.W.1, England.

Dear Mr Ferne,

Further surprising details have now come to light about the Stewarts and we have been able to identify them as none other than the notorious Stewarts of the Atimono cotton empire fiasco in Tahiti. This had never been suspected before, though we knew that the Stewarts had engaged in the wine business in Sydney before the Tahiti episode; so it has all proved worthwhile from my point of view as a historian.

However, this is merely to let you know that we have discovered that the Louisa was advertised for sale in Sydney in February and March, 1858, when she was described as:-

"the clipper yacht schooner, Louisa, 77 tons register, built at Coles, Isle of Wight, for Her Majesty's Government, of the very best materials, and regardless of expense: coppered and copper fastened throughout (copper house pipe), well found, and notoriously the swiftest craft in Australia She shifts without any ballast, and is peculiarly suited to the island trade."

So you will see that she was out of the top drawer and must have been quite a beauty in her day. It is curious that her registration in Sydney, after the 1858 sale, gave her place of building as foreign and date unknown, when such was not the case at all.

Please do not bother to acknowledge this note, which I merely send in case it is of use to, and in time for, your artist. Presumably full particulars, plans and specifications of the Louisa are available in England, since she is now known to have been a British yacht schooner; and built for the Government too.

Yours sincerely,



Copy to Mr E. Co. ell, Suva.

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
ABBEY 7730

G9/Pitcairn Is. 53/1

4, MILLBANK,
WESTMINSTER,
LONDON, S.W.1.

21st April, 1961.

Dear Mr Maude

Thank you for your letter dated the 14th April regarding the name of the migrant schooner which is being depicted on the Pitcairn Island commemorative stamp. Your letter giving the results of your research into this matter made most interesting reading and, as you say, whether we call the vessel "LOUISA" or "MARY ANN", we shall undoubtedly be wrong according to some people.

We advised the National Maritime Museum of the "LOUISA"'s description and they are amending the sketch which they had previously supplied to us, and we are therefore indebted to you for the word picture which you provided.

Thank you once more for all the trouble you have taken in this matter. Your co-operation is greatly appreciated.

Yours sincerely
L. Lewis

H. E. Maude, Esq.

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
ABBEY 7730

G9/Pitcairn Is. 53/1

4. MILLBANK,
WESTMINSTER,
LONDON, S.W.1.

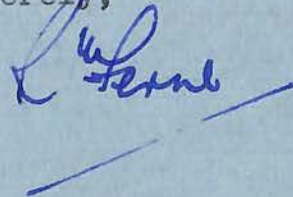
11th April, 1961.

Dear Mr. Maude,

Thank you very much for your letter of the 31st March, concerning the designs of the Pitcairn Island commemorative stamps. We are writing to the Colonial Office requesting them to search through their records to see if they have any reference to the repatriation from Norfolk Island to Pitcairn Island. In view of the time factor, however, any information that they may discover will be received too late to be of practical use. I will advise you at a later date whether they have in fact found any further information on this subject.

We are advising the Postmaster General in Fiji of your assistance in this matter, and would like to take this opportunity of expressing our gratitude. It is apparent from your letter that you have gone into this matter very thoroughly, and that given sufficient time it may have been possible for you to have found a more detailed account of the vessel in question. We have in fact revised our drawing of the schooner so that it will appear slightly larger in its new perspective. It has already been approved by the Maritime Museum at Greenwich.

Yours sincerely,



H. E. Maude, Esq., O.B.E.

Department of Pacific History,
14th April, 1961.

CONFIDENTIAL

Mr R. Ferns,
Crown Agents for Overseas Governments,
4, Millbank, Westminster,
LONDON, S.W.1, England.

Dear Mr Ferns,

Further to my letter of the 31st March, I am glad to be able to report that we have at last solved the mystery of the Mary Ann versus the Louisa.

It is an involved and rather thrilling story, which took several days to unravel, but I shall be writing an article on it in due course. Suffice it to say here that the Mary Ann was the Louisa and Captain Wilson was Captain Stewart.

The real name of the schooner was Louisa and her captain was William Stewart. After leaving Australia at Jervis Bay for Lord Howe Island and Norfolk he changed her name to Mary Ann and his own to William Wilson owing to the fact that he had been engaged in a rather extensive smuggling venture and had been advised to leave New South Wales. This he did in a hurry, leaving W.J. Gibbs (a relative of Colonel Gibbs, the Collector of Customs) in charge of his store, with power of attorney.

In the subsequent proceedings five Customs Officers lost their jobs and three were called on to show cause, while six men were committed for trial, three of whom, including Captain Stewart, had by then left the Colony. The unfortunate Gibbs (who seems to have had nothing to do with the smuggling) got two years and another man one.

Anyway, when the Louisa reached Norfolk her name had been changed to Mary Ann, but her former name could still be distinguished underneath, causing considerable suspicion among the ex-Pitcairn Islanders. Captain Stewart now called himself Wilson and under that name contracted to convey 60 islanders back to Pitcairn for £600, but as only 16 finally embarked the sum was reduced to £300.

The Chief Magistrate of Norfolk thereupon drew a Bill for £303 in favour of Wilson which Governor Denison of New South Wales subsequently refused to honour; no doubt he was glad enough to have an excuse, as he was annoyed at the Pitcairn Islanders having returned.

After leaving Pitcairn the Mary Ann again became the Louisa and Wilson reverted to Stewart. The schooner eventually reached Callao, via Tahiti, and was sold there for registration under a foreign flag.

I mention this in some detail so that you can decide whether on your stamp the schooner should be called Louisa or Mary Ann. Undoubtedly her proper name was Louisa but the Pitcairn Islanders have always known her as the Mary Ann and she is called by that name in all the literature (except Scherzer, mentioned in my last letter). In either case you will probably get letters of protest at your gross carelessness in naming her wrongly.

We have also succeeded in tracing the Louisa's registration in Sydney in 1858, just before the voyage. Her description is as follows:-

"Louisa registered at Sydney, no. 17 of 1858, foreign built, place and date unknown. One deck, two masts, brigantine rigged, square stern, carvel build, no gallery, no figurehead, wood framework, length 74 feet, main breadth 22 ft. 2/10 ins, depth in hold 9 ft. 6/10 ins. Tonnage 77 36/100."

In the Sydney newspapers she is described as 74 tons, but 77 is undoubtedly correct.

This description should enable a good marine artist to reproduce her as she was; to one who knows ships its almost as good as a picture.

Yours sincerely,



H. K. Manda.

Copy to Mr H. Cowell, Suva.

4 April 1961

Dear Harry,

This is a reply to yours of the 31st (Good Friday?) in penitential mood. When you wrote it you should have been in possession of my copy of the Renouard. I was assured at the G.P.O. by the officer who accepted it for registered airmail on Wednesday afternoon that it would be in Box 4, G.P.O., Canberra, at 9 am. on Thursday. But perhaps the A.N.U. began its holiday break on Wednesday. I hope you didn't feel you couldn't read it when it reached you. My quandary arose from the fact that you did, apparently, propose to use it first, and ask for permission when you were on the way to publication. Of course there's no doubt you'd get permission - didn't I quote Ernestine Hill, M.H. Ellis, etc., to you. If I'd felt sure you didn't want to quote the whole 21 pages verbatim I'd have asked permission myself to make the copy for you, but I was afraid, because of your expressed fear, to do anything that might hinder rather than help. While I was writing, I felt sure that you wouldn't want every word, or anything like it, but you said from where they parted company till they met again, and that I did. As you say you can't use anything like that quantity, I see no reason why you shouldn't go ahead and complete your paper, and then ask Richardson to approve of the use of what you have used. You felt there was need for urgency - if there was there still is, so please go ahead. Otherwise I'll feel guilty indeed. I do now as I think of your burning enthusiasm to finish this paper and get it away for publication.

x remember Miss Morrot issued it to you, assuming, presumably, that you'd read it!

I wasn't, of course, thinking of not being allowed to work at the library any more, but only of having to abide by all the rules before getting material, like any other reader. But I suppose you knew you were exaggerating there, as about yourself and your job at the A. N. M.

You say Honor is to go to hospital on Friday - as you wrote on Friday (31st?) that would mean next Friday (7th). But as you say, also you received my letter yesterday evening, and you should have had it on Wednesday, perhaps you wrote on Thursday.

Anyhow, you're not likely to be down very soon, so I'll enclose what I've found about the Mary Ann - Louisa mystery. In the hope of adding something I spent most of this afternoon at the Customs House waiting for the Registrar of British Shipping. He was out on business and returned late and wanted to hold me off till he could make a search through indexes, but I wouldn't be put off, and said if he'd produce the registers for 1858 and 1859 I'd go through them myself. So they're to be ready for me tomorrow - It's only a chance that she was registered or re-registered in either year - if she wasn't, I'll have to wait his convenience. But as you'll see from the enclosed Mary Ann equals Louisa, and Louisa equals Mary Ann, and Wilson is right and Logan is right, and Rosalind Young is right and Scherzger is right, and Denison was right to be unconvinced, and if the full story of the skulduggery were known it would make a thrilling article. You could sell world rights for it when the stamp appears.

My sympathy in your present trials, and warm good wishes to Mrs. Maude for a speedy recovery.

Idah.

Louisa, schooner

The Louisa, 74 tons, arrived at Sydney on 7 Oct. 1858, (from Port de France 27 Sept.), in ballast, Captain King, agent James Stewart.

She had left Sydney on 3 Sept. for New Caledonia and cleared thence for the Navigators on 27 Sept. and sailed on the 29th, but, in consequence of the illness of the master and mate, she bore up for this port; unfortunately the mate died two days before making the land. She arrived here on Thursday morning, and was towed to sea again in the evening." (Gov. Herald, 9 Oct. 1858).

She arrived at Hobart on 17 Oct. and was entered out on the 20th for Guam (Capt. King).

Thomas Logan, in his affidavit of 20 Feb. 1860 says he joined her on 7 Oct. 1858 and she sailed for Hobart, called at Jarvis Bay ~~to pick up~~ and received Captain Stewart, at Howe's Island took on Mr. James Stewart and family, thence sailed to Norfolk Island, thence to Pitcairn. Logan was paid off at Callao in July 1859. In explaining his possession of the bills for which he was claiming payment from the N. S. W. Government, he wrote that Captain Stewart received payment for the passengers in certain bills, two of which were afterwards, he believed, paid to him with the signature of Wilson, "Mr. Stewart having adopted the name of Wilson, as I presume, for the purpose".

In the light of what follows, it would appear

that Wilson was a fictitious character.

The Shipping Gazette of 23 July 1860 has the following, which appeared also in the SM Herald of 17 July and in the Sydney Mail

"The schooner Louisa - We have been furnished by Captain Anderson, of the brig Maria [©], with the following information respecting the above named vessel. He states that the Louisa, from Sydney, called at Norfolk Island, where she obtained a charter to convey 60 Islanders to the Pitcairns, for the sum of £600, out of which number only 16 accompanied the vessel, reducing the sum to £300. The residents also stated to Captain Anderson that her name had been altered to the Mary Ann, but her former name (the Louisa) could still be distinguished underneath. It would seem that great suspicion at once prevailed amongst the people. It will be remembered that the Louisa left this port for the islands on the 2nd of September, and returned on the 6th of October, 1859^x, clearing in great haste on the following day, and proceeding to sea the same night, with a quantity of smuggled *spirits on board. The person at present in command is said to be Captain Wilson, assuming to be an old trader from the Indies. The description of the vessel, however, and also that of the captain and others on board, given to Captain Anderson, corresponds in every essential with the mysterious Louisa."

^x obviously a misprint for 1858.

* Logan mentions 20 half tierces of tobacco.

© The Maria arrived from New Caledonia and Norfolk Island on 16 July 1860.

There was a schooner Mary Ann which arrived at Sydney from Adelaide on 19 Sept. 1860, but she was 124 tons.

In Sands's 1858/9 Directory James Stewart appears as "Custom-house agent, Circular Quay", also as "H. M. Customs, 43 Pyrmont St., Pyrmont."

It was James Stewart who was picked up at Howe's Island, and James Stewart who was agent for the Louisa. In my search I didn't find any contemporary reference to smuggled spirits, and I searched the Sydney Mail from the Anderson disclosure till the end of 1861.

Rogan may, of course, have been in the swim - he must have known about the change of name of the ship, which must have been made after leaving Hobart, probably at Jervis Bay or Howe's Island. But if that change caused great suspicion among the islanders, it might have been expected to scare off the chief magistrate from paying over £300 in bills.

Now what will the Crown Agents call their schooner? They'll know her size, 74 tons. If she was registered in London they can get her description. Of the comparatively few people likely to be aware of her name more will surely know it as Mary Ann, because of Rosalind Young, etc. But if they want to be sure of no criticism they'll just have to leave it off (or put Mary Ann at the top and Louisa at the bottom?) No, that wouldn't do, of course - they would then have to publish a pamphlet, and distribute it with each stamp.

Registered here:
See over page

Louisa registered at Sydney, no. 17 of 1858, foreign built, place and date unknown. One deck, two masts, brigantine rigged, square stern, carvel build, no gallery, no figurehead, wood framework, length 74 feet, main breadth 22 ft. $2/10$ ths, depth in hold 9 ft. $6/10$ ths. Tonnage $77 \frac{36}{100}$.

Formerly of Launceston, registered anew in consequence of a sale dated 5th April 1858 made for Emma Ellis, owner. Purchased by Joseph Spyer of Sydney, merchant, 27 April 1858. His title cancelled 20 Aug. and Andrew Honeyman empowered to sell for a sum not less than £800 at any port in New Zealand within four months of date of certificate. Honeyman appointed master 20 April. On 25 Aug. by bill of sale transferred to Hyman William Goldring, Sydney, merchant. 27 Aug. Richard Riddle appointed master. 31 Aug. Francis John King appointed master.

May 15, 1859 Goldring adjudged insolvent, and official Assignee on 26 May 1859 sold to John Broomfield, Sydney, timber merchant, and Reginald Whitaker, do. do.

Sold by private sale at Callao and about to be placed under a Foreign Flag, vide letter from British Consulate, Callao, dated 13th July 1859.

9 April 1961

Dear Harry, the pieces of the jigsaw puzzle had all fallen into place, and we have as neat a solution of the Mary Ann - Louisa case as we're ever likely to have of any case that challenged solution. I've been so longing to tell about it that I've found myself waking in the middle of the night doing just that aloud.

In my last instalment Capt. Anderson mentioned smuggling of spirits as apparently well known, which suggested a court case; and I felt I must seek that in the newspapers, also confirmation of the substituted name. Then, suddenly, I remembered the Norfolk Island papers for which I had the long negotiations with Mrs. Nobbs. Might there just possibly be some reference to this 1858 removal? And indeed there was, more than I could have hoped for.

On 31 Dec. 1860 William Stewart wrote from New York to Nobbs, mentioning a letter he had sent from Tahiti concerning the voyage - this letter, unfortunately, is not in the papers. But he goes on to say that he hadn't then thought it important to mention that he had found it necessary to charge both his own name and that of the ship, the reason of which was some rather extensive smuggling in which he had been engaged, and which had ended untimely through the foolishness of the Louisa's captain.

He had been advised to leave the colony, and had done so, leaving a power of attorney to his adviser to sell everything in his store and close down. Instead of doing this he had kept the business going, and the man who went in to ^{(the} advise) manage it, who had no guilty associations whatever, behaved so foolishly that in the end he got two years jail. This was W. J. Gibbs, a relative of Colonel Gibbs, the Collector of Customs).

Stewart goes on to answer critics - "What had it to do with your people what the forces had done on former voyages, so long as she conveyed them safely to their destination?"

Sir William Denison was exasperated because his pet had been somehow broken into by the departure of these people and visits his displeasure upon me by a most unwarrantable assumption of authority such as the Khan of Tartary never attempted to assume regardless of the natural right of your people to live where they think fit, and to expend their own money as best pleased them.

(See how this fits in with Denison's refusal to pay the passage money, and charges that of the bills had been obtained by fraud.)

After this find I went back to the Herald and found the Customs Board of Inquiry and a magisterial examination following. Five Customs Officers were sacked and three called on to show cause, and six men were committed for trial at the next Criminal Court, including,

in absentia, Hyman Goldring, owner of the Louisa, James and William Stewart, all presumed to have left the colony. At the Criminal Court in June Gibbs got two years, another man one year, and the third was discharged.

As you know already the Louisa was sold at Callao for registration under a foreign flag.

As for the Crown Agents you can now see them her description on her registration at Sydney in 1858, the very year in question. Note that her tonnage was given at 77 ³/₁₀ tons, instead of 74, as in Sydney newspapers. And they will call her, what?

At the time of the Sydney trial it wouldn't have been known where she had gone, and the Pitcairn business wouldn't have come to light till Captain Anderson arrived here with his story from Norfolk Island. ^{Stewart} ~~He~~ doesn't seem to have made mysteries with Scherzer at Tahiti, but he was probably evading publicity when he sent the letter to Nobbs from New York.

It was addressed The Rev. Mr. Nobbs

Norfolk Island

Care of the Bishop of New Zealand,

and it bears three postmarks, successively -

Queenbeyan, Sydney, Auckland.

Looks like he sent it to a friend in the enclosed

Jervis Bay area, who posted it at Queenbeyan.
Just next door to you, a hundred years ago.
The Stewarts, presumably, like the Louisa, did
not return to New South Wales.

And the mate of the Louisa was named
Rogan, Capt. King, in evidence, said so.
The only mythical person seems to have been
William Wilson, William Stewart's alias, and
Rogan guessed right about him.

One other brief reference to the removal (in the
Nobbs papers) was in a letter from Nobbs to Bishop
Selwyn in which he tells who were the 16 people
who went, two being twins born in Norfolk whom
Mrs. Selwyn would remember, and says more
were holding themselves in readiness to go by a
whaleship they were expecting, adding "Such
dogged perversity is most lamentable".

I've got a record of all this for you, but what
I've sent already, with the above, should be
enough to answer the Crown Agents.

Affly,
Ida L.

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS
ABBEY 7730

4, MILLBANK,
WESTMINSTER,
LONDON, S.W.1.

12th May 1961

Dear Mr Maude,

Thank you for your letter of the 5th May giving further results of your research into the mystery of the vessel "LOUISA". We have advised the National Maritime Museum of your latest findings and they are investigating various records as a result of the information you have provided. If they discover anything further of interest, I will advise you.

We have now had a reply from the Colonial Office, but their investigation has not produced any facts which were not known to you. According to a report by the Captain of H.M.S. Calypso, dated 7th October 1860, which they have seen, the first party sailed in an English Trader the "MARY ANNE" (sic). According to this report they left Norfolk Island on 28th November 1858, although a later report gives the date as 2nd December. Incidentally, the Colonial Office also mentions that the second party left Norfolk Island in December 1863 in the "ST. KILDA", schooner of Auckland. This information is from a despatch by Governor John Young, dated 18th November 1864.

Colonial Office records seem to make no reference to the vessel under the name of either "LOUISA", or "COQUETTE".

As a result of the extensive information you have given us, we shall show the vessel as "MARY ANN" and the details will be as nearly in accordance with the specification you gave us, as is possible.

Thank you once again for the very valuable assistance you have rendered.

Yours sincerely

H. E. Maude, Esq.,

H. E. Maude

Copy sent to W. R. G. G. G.

Department of Pacific History,
31st March, 1961.

CONFIDENTIAL

Mr H. Ferns,
Crown Agents for Oversea Governments,
4, Millbank, Westminster,
LONDON, S.W.1, England.

Dear Mr Ferns,

On receipt of your letter G9/Pitcairn Is. 53 of the 15th March, regarding the schooner Mary Ann, I flew to Sydney where, together with my research colleague, Miss Ida Leeson, I spent three days at the Mitchell Library and other documentary repositories endeavouring to locate an illustration of the vessel.

We were unfortunately unsuccessful; and I am confident that, in fact, no such illustration is likely to exist. Nor, as the vessel did not leave for Norfolk Island from Port Jackson, was it possible to discover her tonnage, which would have given an indication as to her size. There were several Mary Anns operating in the Pacific at the time and while I am confident that I could identify the particular Mary Ann you are after given time, it might take a week or more working through the newspaper files.

A number of illustrations of vessels in the Pacific trade in the early 1860s are extant, but only two of them are of schooners and both of these are pictures of large American vessels, in my opinion far less likely to resemble the Mary Ann than the tracing forwarded by you.

I think that on the whole your sketch will do, in the absence of anything better. Your schooner is, perhaps, a bit on the smallish size when one thinks that the captain contracted to take 60 passengers to Pitcairn, though in the event only 16 were willing to embark. But they were rather apt to pack them in before the days of Passenger Carrying Licences.

I did succeed in discovering a number of manuscripts referring to the voyage of the Mary Ann, including the agreement between the Chief Magistrate, Norfolk Island, and Captain William Wilson to transport the 60 prospective returnees, this being dated 29.11.1858; and two Bills drawn in favour of Wilson and signed by the Magistrate, for £303.7.0 and £230, in payment for this service (incidentally these were later dishonoured by

the Governor of New South Wales, who refused to allow Norfolk Island funds to be used for the purpose of returning people to Pitcairn).

The most extraordinary feature about the whole repatriation is that a third Bill was later presented by one Logan, who claimed that he had obtained it from a Captain Stewart, who had actually returned the islanders in the schooner Louisa. While this agrees with the detailed account given in Karl Scherzer, Narrative of the Circumnavigation of the Globe by the Austrian Frigate Novara (London, Saunders, Otley, and Co., 1861), vol. III, pp. 261-76, it is not in accord with Pitcairn tradition, as recorded, for example, by Rosalind Young in her Mutiny of the Bounty and Story of Pitcairn Island, 1790-1894 (Oakland, California, Pacific Press Publishing Co., 1894).

Governor Denison, in his reply to Logan, evidently disbelieved his story (though Denison himself further complicated things by calling the Louisa the Cocquette). There may well be Colonial Office papers in London which you can look up to decide the issue as between the Mary Ann and the Louisa.

Yours sincerely,



H.E. Hando.

MUNICATIONS COMMISSION (AUSTRALIA) OVERSEAS TELECOMMUNICATIONS COMMISSION (AUSTRALIA)
TELEGRAM Tel.: Sydney 2-0544, Melbourne 60-0351 INTERNATIONAL TELEGRAM Tel.: Sydney 2-0544, Melbourne 60-0351

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CANBERRA
3 MARCH 1966
CITY - AUSTRALIA

3.15

CG

~~FOR MAUDE STOP HOPE YOU CAN HELP CROWN AGENTS INQUIRY~~

ETAAT NATUNIV
CANBERRA
186

SUVA 27 20 1313 F OBGS

SC326
FO238

FOR MAUDE STOP HOPE YOU CAN HELP CROWN AGENTS INQUIRY
15 MARCH ABOUT MARY ANN STOP IF NOT PROPOSE TAKING RISK
REGARDS REID
GOVCOM

12/4/66

097 15

TELEPHONED
AT 2-37
BY
R.B.C.

CROWN AGENTS
FOR OVERSEA GOVERNMENTS AND ADMINISTRATIONS

Abbey 7730

G9/Pitcairn Is. 53

CONFIDENTIAL

4, MILLBANK,
WESTMINSTER,
LONDON, S.W.1.

15th March, 1961.

Dear Mr Maude,

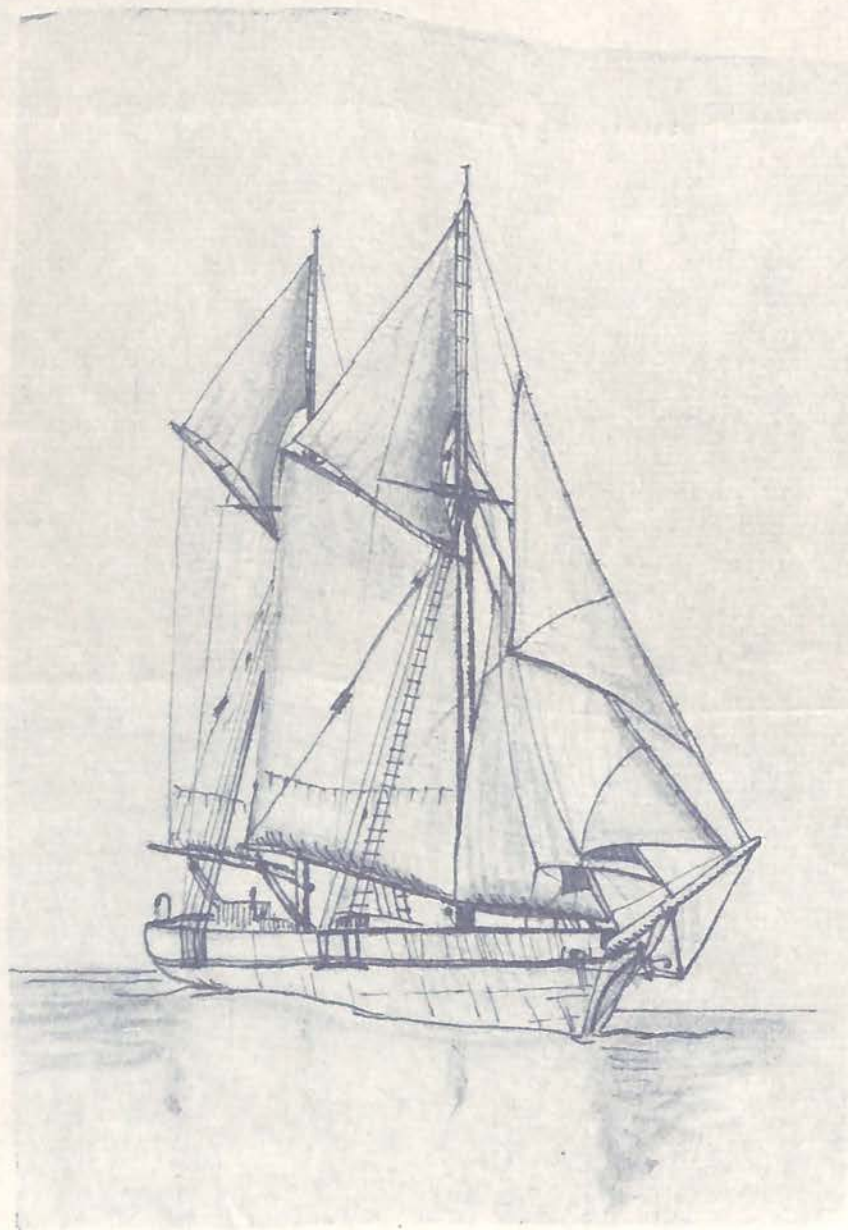
We have learned from the Postal Authorities in Fiji of your help in connection with a Pitcairn Islands stamp issue to commemorate the 100th anniversary of the return from Norfolk. The issue is now in the first stages of production and the National Maritime Museum, Greenwich, were asked to supply an illustration of the migrant schooner "Mary Ann" for reproduction on one of these stamps. Unfortunately the Museum have been unable to obtain an illustration of any sort, neither have they been able to verify the exact type of schooner. They have, however, obtained a tracing, copy attached, of a schooner from New Zealand. In his letter Mr. Munday, the Assistant Keeper of the Library at the Museum states ".... which is the nearest thing we can discover. It would, we think, fill the role..." Mr. Munday, however, goes on to point out that it is possible that someone in Australia or New Zealand may have more detailed information on this subject. In the circumstances I shall be glad if you will advise me whether you are able to offer any comment on the tracing. Alternatively, perhaps you are able to provide an illustration of the "Mary Ann" or contemporary vessel from sources of your own, or possibly the name of some person from whom such an illustration could be obtained.

Time is now running very short for this issue and production is proceeding using the schooner shown on the sketch; if you are able to help, will you please advise me immediately. A copy of this letter is being forwarded to the Postal Authorities in Fiji.

Yours sincerely

R Ferne

H.E. Maude, Esq., O.B.E.



Department of Pacific History,
5th January, 1961.

Reid Cowell, Esq.,
South Pacific Office,
Government House Grounds,
SUVA, Fiji.

Dear Reid,

I'm glad the stamp suggestions were of use and consider that you have made a good selection. I am going down to Sydney shortly and will make a point of looking for a portrait of Moses Young, which is the only one you ask about.

O.K., I'll do the article but cannot very well until the designs have been settled with London. So let me know the final result in due course.

There's no objection to giving me a solatium if you feel so moved; I keep a special Library Accessions Fund into which such windfalls go. On the other hand I don't expect anything (indeed, it never entered my head until you mentioned it), as I spend a large portion of the year replying to requests of all kinds for information and advice on matters connected with the Pacific Islands and always regard it as part of my job at this University, besides being fun.

In any case don't part with a forthing until you see the colour of my article or, human nature being what it is, you may never see it.

Wishing you all the best for 1961, and at least 3 months in Tahiti. Now that you are at least consul designate I shall send you an article I wrote recently on trade there. It should give you some valuable hints on promotion; though the captious might consider it a trifle out of date.

Yours,

Leahy

PITCAIRN ISLAND

Montresor, c.a. (copy & ed) "Leaves from Memory's
Lap-Book, and Jottings from old journals. By
an Ancient Navigator." London, W. H. Allen & Co.,
1887.

Pt 344-8. Visit of H.M.S. Colypso, of which
the author was then in command, on October 5, 186(?)
The first party had then returned from Norfolk, and
the second was expected.

[Reasons for return; no laws as yet; "In the literally
infant state of this colony, they have, as yet, no
recognized laws, and no magistrate; but it is the
intention of the heads of the two families, as their
children grow up, to establish the same rules
which had been handed down to them from the time
of old John Adams" - p. 346.]

1858-59

Col. [unclear]

Norfolk Island
Nov. 28. 1858

Messrs. Buchanan, Skinner & Co.

Please pay to Capt. William Wilson or Order
the sum of £303.7.00 - paid please the same to my
account.

Isaac Christian
Chief Magistrate

1	2	3	N.S.W. Governor.
Mitchell Sydney	Library	1	Norfolk Island Papers.
Reproduction Rights Reserved			1852-60.
			[4/1673]

Saturday 13th August 1855
Crown Law Offices
Sydney

My dear Sir William,

I return you
the papers you sent me yesterday
in the case of Captⁿ Wilson -

The bill appears to have
been drawn without considerⁿ,
& therefore ^{as} between the immediate
parties thereto, viz betwⁿ Captⁿ
Wilson (who I assume was the
payee) & the Drawer, or Captⁿ W.
& Buchanan Skinner & Co the
acceptors, (if they accept it) the
want of considerⁿ could be set up
as a defence -

I remain Mr Soars, who

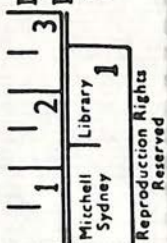
appears to be the present holder
of the Bill, he what is termed
an innocent indorsee for value
without notice of the want of
consideration, the want of consideration
is no defence to an action
at his suit, as a holder for value
without notice is looked upon
in the eye of the law with
peculiar favour -

If, as I understood from
you yesterday, the Drawees
(Buchanan Skinner & Co) have
refused acceptance for want of
funds, I sh^d if I were you
advise the holder to pursue
his remedy against the
Drawer in Norfolk Island.
I remain

H. J. +

N.S.W. Governor.
Norfolk Island Papers.
1852-60.

[4/1673]



Labodee
me
a value
of
not
action
a value
upon
the

I am very truly
Your obedient servant
L. Sturges & Bayley

from
wells
I have
not of
you
can
the
land -

His Excellency
Sir W^m Denison
K K K

1	2	3	N.S.W. Governor. Norfolk Island Papers. 1852-60.
Mitchell Sydney	Library 1		
Reproduction Rights Reserved			[4/1673]

Norfolk Island Dec^r 2nd / 58

At Sight pay to Cap^t W^m Wilton or Order
the sum of £230⁰ 00⁰ (Two hundred and thirty)
Pounds Sterling and place the same to my
Account

Isaac Christian

Benjamin Buchanan Esq^r Chief Magistrate
(Endowed) W^m Wilton

On the thirtieth day of August one thousand eight hundred
and fifty nine I John Gurner — notary public
duly admitted and sworn dwelling in Sydney in the Colony of
New South Wales at the request of Guattiel Soares of Buchanan
near Sydney aforesaid Gentleman holder caused due and
customary presentment to be made of the original Bill of Exchange a
true copy whereof is above written unto Benjamin Buchanan of
Sydney aforesaid Esquire on whom the said Bill is drawn and
payment thereof being thereupon demanded he replied that
having received an Order from the Government of Norfolk
Island to pay over the balance of all moneys belonging to the
said Government into the Oriental Bank of Sydney to the credit
of the said Government he has done so that the drawer of the said
Bill drew the same in his Capacity of Chief Magistrate of the said
Island for and on behalf of the Government of that Island that he had
no funds in hand belonging either to the drawer of the said Bill
individually or the said Government and that he would not
pay the same.

Wherefore I the said notary at the request aforesaid have protested
and by these presents do protest against the drawer of the said bill and
all other parties thereto & all others concerned for all exchange re-exchange
and all costs damages and interest present and to come for want of
payment — of the said bill

Order as to agreement with
Capt. "Wilson" to take Families
back to Botany Bay Island

- 1 Is the agreement in existence.
- 2 By whom was it made.
- 3 Who are the persons who intended to embark on board Capt. "Wilson" vessel.
to adults.
- 4 How many did embark. - 16 = 10 adults
- 5 How long was the vessel detained at Norfolk Island altogether - 3 days.
- 6 How long did it remain at the Island after the majority of the Emigrants refused to embark - but 12 Hours.
- 7 What Provisions were sent on board the vessel in preparation for the embarkation.
none - neither were any provisions left.
8. What was Capt. "Wilson" charged for these Provisions -

9. Upon what grounds did Capt. Wilson claim to be paid a portion of the paper money of those who did not go down.
10. What portion did he claim.
11. What portion did you feel compelled to pay him.

1	2	3	N.S.W. Governor. Norfolk Island Papers. 1852-60.
Mitchell Sydney	Library 1		

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[4/1673]

Norfolk Island

Dec. 24th/58-

Dear Sir

I have availed myself of your kindness by forwarding to your care 134 bullock hides and fifty sheep skins. Have your ship "Sea Bird"? You will use your own judgment in disposing of them, as our affairs in the commercial line will be wholly left to you. We have now on hand, and ready for shipment by the first opportunity 128 barrels of Lumpsack oil, and 14 bales of wool. We are very anxious to have them shipped away, so as to enable us to prosecute the whale fishery next year, to more advantage. The funds at present at our disposal being very limited indeed. The wool I think you will find superior to those we have already sent away, on account of the scab being very much reduced since we came here. The flocks at present being very healthy, all owing, in my opinion, to their being thoroughly washed in salt water, once or twice in the course of six months.

I have given ~~an order~~ on Capt. Wilson an order on you for £309.00, which you will please to honor. I am not sure that the sum I have named is correct - my papers having unfortunately been lost. Capt. Wilson will however

I hope and trust act honorably: ¹⁸⁵⁹
I remain dear Sir
Your most obedient servant

Benj. Buchanan } Isaac Christian
Esq. } Chief Magistrate

Norfolk Island 27th Dec. 59.
Received 7th Jan. 1860.
answered 25th Jan.

Copy of letter to
Buchanan also from
Isaac Christian
Chief Magistrate
27 Dec. 59.
on subscription of Bonds
given to Capt. Wilson

Norfolk Island
Nov. 29th 1855

Articles of agreement between Capt.
W^m Wilson of the Schooner "Mary Ann."
and the Community - That the said
Capt. W^m Wilson will receive on board ~~of the~~
adults or an equivalent thereto. Two persons
under the age of thirteen, to be equal to one
adult. (Infants at the breast free) and to con-
vey the said persons to Pitcairn Island at
the rate of £10 (Ten) Sterling for each adult
or the equivalent thereto as above expressed
and the said Capt. Wilson is to furnish them
without further expense of with provisions
and water during the passage.

William Wilson

