

MARSHALL ISLANDS

~~The Marshall Islands. (Pac. 919.68 M358)~~

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C.A. Williams to Gulick, Honolulu, 3.7.1868.

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"Herewith, I return to you the letter of Mr. Snow of Micronesia, concerning Capt. Benj. Pease, formerly of my schooner Blossom.

By this letter I am convinced that the course of conduct pursued by the captain in the Group is immoral, improper, and injurious to the cause of missions. In my communication addressed to you Aug. 31 ~~1867~~ 1867, I assured you that whenever I became aware, that any enterprise in which I was engaged was so injurious, that I should withdraw from it.

Already, I have taken active measures to bring my ~~ventures~~ ventures in the Marshall Is. to a close, and it is ~~probable~~ probable that before this year expires all men and vessels in my service will be finally removed from the Group.

I was drawn into this trade, it were unawares, while in pursuit of a very different object (with ~~regard~~ regard to which I am not yet quite satisfied) but I shall relinquish all connection with the business with great contentment, for I was wholly unaware that such intimate association with vice was a natural part of it, but supposed that the runours which come to me on the return of the vessel from her first cruise, were the common ~~ones~~ ones, sometimes correct and sometimes mistaken, of immorality and sin, not save in Hawaii nei, & more frequent in less favored islands - vice that is not always under the control of those who may own and direct the property.

I wish I could believe that the removal of my men would be the withdrawal of evil from the Group; but I fear the missionaries will find that other captains sail those waters with other vices added to the principal one ~~charged~~ charged against Captain Pease, but I shall be relieved from any feeling of ~~regret~~

personal responsibility or connection with them.

I beg leave to hand you Mrs. Snow's letter to me, from which I would be glad to have your Board learn, that since the first cruise of the Blossom no fault is found with Captain Pease treatment of the ~~missio~~^{aries} and that Capt. Bridges is favorably regarded by them.

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Young, James L., 'Private Journal'. May 26th 1876 - December 31st 1877. Gilbert & Marshall Group. Canberra, Pacific Manuscripts Bureau.

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In January 1869 Loiak, one of the principal chiefs of the Ralik chain was on his way with his fleet of canoes to Namorik and on the voyage touched at Kili, which was not then inhabited by Marshall Islanders. There he found two canoes or proas, not very large ones, and 17 men & a woman and one child who had arrived there a day or two previously. These people were darker in complexion than the Marshall Islanders and their teeth were balckened (by chewing betel-nut?), it is said also that their hair was not straight but woolly, From what could be understood from them it appeared that they had left some islands far to the westward on a voyage to some neighbouring land, but had lost their reckoning and had been adrift for 5 months! seeing no land until they made Kili. They said the name of their land was 'Malila', which circumstance and the fact of their having four small brass swivel guns and some gunpowder also a quantity of clothing earthenware pots &c, would lead to the belief that they were from the ~~PHILIPPINE~~ Phillipine Islands were it not that their hair is said to have been woolly instead of straight.

These people wished to be allowed to repair their canoes, which were leaky, and then to start again for the Westward, but Loiak covetous of their property and also seeing the opportunity of acquiring some slaves compelled them to proceed with him to Namorik, he taking the Chief of them and 9 others on his own canoe and placing the rest on another canoe in ~~the~~ charge of some of his men.

On the passage the chief of the strangers after practising various incantations, or what are supposed to have been such, and thus working himself up into a state of frenzy, suddenly attacked the Marshall Islanders, stabbing two or three and finally jumping overboard, in which course he was followed by all his people in both canoes. The Marshall Islanders soon closed round them, and shot and clubbed them all, so that not one survived to be seen by whites, which might have thrown some light on the islands to which they really belonged.

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This was written at Kili on July 14, 1876, and on March 10, 1878, at Yap Island, Young has added a postscript.

'I have ascertained that these people were natives of Gouap or Yap Island (Lat. 9.33 N. Long. 138.09 E.) 2100 miles West of Kili.

Incredible as it may seem there can be no doubt of the fact, as the swivel guns mentioned above were taken to Yap and recognized by the natives ~~■~~ there as belonging to a chief that drifted away on a voyage from Yap to Fanoilap Isl.

Yap Island

March 10th 1878.

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Memorandum by Capt. Miller of Ebon for Capt. Tengstrom.

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"In the beginning of the year 1868 the "Syringa" British barque Capt. Brown bound from Sydney N.S.W. to China with coals lost her main and ~~foretopmasts~~ foretopmasts in a squall when a little north of Kingsmill Group: she made ~~Jelluij~~ Jelluij, ~~Jelluij~~ and anchored in 5 fathoms on N.W. side. The carpenter commenced cutting ... and fitting new topmasts but before this had been accomplished, the wind veered to the westward and the vessel swinging touched with the stern on the rocks and was wrecked. Captain Pease bought the wreck for \$500, taking away with him 17 sails, 2 boats complete, and a large quantity of other gear, and left four men to save what they could. Captain Brown and ~~a~~ part of the crew left for Ascension in the "Waterlily".

Jany 1869. The chiefs of the Radack chain left Jelluij on their way to Namurik, and touched at Kili en route, there they found two canoes, fourteen men and one woman natives of some island to the west and, of which the name could not be ascertained. Their teeth were blackened by eating the betel nut, and they had woolly hair, were of a darker complexion than these people. They had been adrift five months & fetched Kili, on the Departure of the Marshall Island canoes for Namurek these strangers went with them, and were divided in different canoes. ~~They~~ Having been ~~deprived~~ already deprived of their property, which was considerable, consisting of four brass swivels, powder, earthenware vessels, clothing, &c. In a calm the stranger chiefs and four others rose against Loiak, a Namurek chief in whose canoe they were - murdered his wife and little son, stabbed and threw overboard his daughter and wounded several who jumped overboard. The fleet which was a little way

astern seeing the commotion, persued the canoe and coming up with it, a fight ensued, and ended in the destruction of the ~~whole party on board~~ strange chief and his followers by firearms. The others on seeing their death jumped overboard and were drowned.

24th May 1869. Arrived at Ebon, Martha Wrighturgh (?) Capt. Turner of Nantucket, 36 months out 250 bbls. sperm.

June 20th 1869 British brig Lady Alicia Daly Master from Sydney on trading voyage.

July 5 1869. Lady Alicia left for Sydney.

Aug. 18 1869. Arrived British brig Pioneer, late Waterlily, Capt. Benjamin Pease from Ascension back to Mulgraves.

From Captain Miller of Ebon.

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Young, James L., 'Private Journal'. May 26th 1876 - December 31st 1877. Gilbert & Marshall Group. Canberra, Pacific Manuscripts Bureau.

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June 14, 1876. At Mille. ... There are two white traders, Giles Williams, an American trading for Capelle (residing on Anil Islet, on north side of atoll), and 'Jack', a German, or Dutchman (residing on Tokowa Islet, next to Anil). 'Jack' is trading for Captain Hershheim, schooner 'Coeran', and Williams for Messrs A. Capelle & Co. of this Group.

June 24, 1876. At Majuro. ... There are four white men residing on Majuro - viz.

Henry Burlingame, an American, trading for Capelle & Co., on West end.
Charles Ingolls, an American, trading for Capelle & Co., on East ^{end} side.
(he is now however absent at Jaluit).

— Reed, an Englishman, trading for Captain Hershheim, on E. end.
Philip Southwick, American, living among the natives, at W. end.

July 2nd, 1876. At Arno. ... The white residents are George Brown and Charles Douglas, the latter, an Englishman trading for Capelle & Co. As in most islands where there are but few whites, these two are deadly enemies, accusing each other of all kinds of rascality, although each of them seem to be quiet, respectable men.

June 30, 1876. At Arno. ... George Brown (whose real name is Basilio Terranova) is an Italian, or rather a Sicilian. He first came to these islands with Captain Benjamin Pease in the 'Blossom' topsail schooner from Honolulu some 10 years back. He first traded for Pease and afterwards for the equally notorious Captain W.H. Hayes, and was trading for him when Hayes's vessel the 'Leonora' was wrecked at Strong's Island in 1874. After waiting some two years for Hayes's return and learning that the latter is a prisoner of the Spaniards at Guam, he engaged to trade

for Captain HERNSHEIM of the schooner 'Coeran' in April last. As his contract with HERNSHEIM (to buy for him a certain quantity of copra to cover the amount of money he owes to H.) is nearly completed, he agrees (after he has collected the full amount of copra required) to trade for the 'Vision'. He speaks the language remarkably well and is a shrewd trader, never having been victimised by any of the notorious characters he has traded for.

Heard from Douglas [captain of the Farrell ship 'Vision'] today that Captain Digby [of H.M.S. 'Sappho'] made very particular enquiries about HERNSHEIM saying that it had reached the ears of the British authorities that he had murdered some natives of Yap (Caroline Group).

July 7, 1876. At Jaluij. At 3 p.m. being then about 3 miles E. of Capelle's, we were boarded by 'Captain' T.E.F. Milne and 'Antone', two of Capelle's partners, who piloted us in through passage at 4 p.m. ... and we anchored off Capelle & Co's station, Jebur Island, ... I went ashore at 8 p.m. and slept at Frank Milford's.

July 8, 1876. At Jaluij. ... Mr F [Farrell] and I went ashore and saw Mr Adolph Capelle, the head of the firm who are engaged in trading in this Group, and in the Caroline Archipelago, they being connected with Messrs J.C. Godeffroy & Son of Samoa.

Mr Capelle is a German of about 40 years of age, he came to this Group originally in the schooner 'Maria' in 1863 on a trading expedition for Messrs Hoffschlaeger & Stepenhorst of Honolulu; the schooner was wrecked on Ebon, inside the Lagoon and since then he has resided in the Group, having had his head station at Ebon until some 3 years past, when he removed to this place. He has been connected with Godeffroy & Son since 1869, their vessels come up every 4 or 5 months & take away the copra which Capelle & Coy collect. Capelle & Co have a brig of 200 tons, the 'Susanne', (at present absent on a cruise to New Britain & the Carolines, and they have a schooner of 35 tons, the 'Matautu', and a ketch of 25 tons; the 'E.A. Williams', two other vessels of theirs, the 'Savaii' and the 'Jimatar', both about 30 tons, were wrecked in the hurricane

of November 17th 1875, and their hulls are now lying on the beach here. A large 3 masted schooner, ~~XXXXX~~ 'Julie Reitz' (a Russian vessel which was load-ing copra for Godeffroy & Son, was also driven ashore, but was purchased by Capelle & Co, got off, and has been sent to Sydney for repairs.

Capelle & Co have a large new wooden store, and a number of dwelling houses and outbuildings, they employ some seven or eight whites as carpenters etc.

The firm is one of mixed nationality, Mr Capelle being a German, Mr T.E.F. Milne a Scotchman and Mr Antone a Portuguese (I think from the Azores Islands).

Capelle has been a kind of lay preacher for some years assisting the missionaries in their work, but as usual he has proved that a man cannot be a good trader and a good missionary at the same time, and he has rather 'backslidden' as the Wesleyans have it. The 'old Adam' is said to be too much for him, as it is for so many of us, and he is reported to have some difficulty in distinguishing between his partner's (Antone's) wife & his own. But Lord! Lord! how the ungodly delight to carp at, and spread malicious reports about, the 'Elect'. He is, like most Germans, intelligent and well-educated, but I should be inclined to think from what I have seen of him and from his physiognomy, that he is cunning, rather than shrewd, and that he is excessively narrow-minded, seeing everything from one point of view - dollars & cents^(?) - while John Coesar Godeffroy & Son are his 'Deities', they can do no wrong.

T.E.F. Milne, the next partner, is the son of a Scotch clergyman and is perhaps 45 years of age. His nationality is apparent at a glance and on hearing the sound of his voice. He has received a very good classical education, is a remarkably good accountant and writes a splendid hand. But he has been unfortunately bitten for the mania for a life of adventure and has lived for the last 20 years among savage tribes. He lived in New Caledonia in 1858 when several whites were shot by the French authorities for supplying natives with arms, and his partner had to flee in an open boat to escape the same fate, he however perhaps by his knowledge of the French language escaped the vengeance of the French Military Commandant. Subsequently he lived on Erromanga Island at

Dillons Bay, and was residing there when the Rev. Mr Gordon and his wife were killed in 1861. After that he lived in Queensland, & Samoa, and came here some 10 years ago, and has for a long time, until lately, acted as Master of the schooner 'Jimatar'. [Iemuta].

He speaks several Polynesian languages, and would be the most valuable member of the firm were it not that he drinks a good deal, and in these fits of intoxication he quarrels with their employees. As we came up through the Group (and even in Samoa), we heard many reports of Milne's brutality and violence to whites, and I was prepared to meet a sort of compound of Ross Leuwin & Dr Murray of the 'Carl' But I see the 'devil is not so black as he is painted' by a long way.

Antone, the third member of the firm, is a very quiet unassuming man, without much education, he is perhaps the best man of the three (that is, he has fewest vices).

I went ashore in evening with 'The Doctor' from Majuro, Charles Ingolls, who was aboard buying goods, and after a long talk with Milne and Ingolls over a 'stone bottle', I went to Milne's house, and talked with Milne about sundry Polynesian reminiscences over a bottle of brandy which certainly gave evidence before we retired that a master hand had been paying attention to it.

July 14, 1876. ... Kili Island. Capelle & Co purchased the whole island from the chief Loiak for \$300 and have had some men residing on it planting coconuts but it is now uninhabited, there is no water, bad landing on the West side in smooth weather only.

July 17, 1876. Off Namorik. ... Population 400. There is at present only one white man living here, his name is Jumpfer, he is generally known as 'Jim', a German trading for Capelle & Co.

July 29, 1876. At Ebon. ... The 'Vison' leaves with Farrell. 'I remain behind with £800 worth of goods to establish trading stations here and for that purpose Frank Sherlock an Englishman of about 28 years of age (an ex-man-of-war's man) has been landed with me ...'. Met by the Rev. B.S. Snow and the Rev. I.F. Whitney, the representatives of the ABCFM., who had their headquarters on Ebon.

Mej Islet on E. side of passage is the residence of Kaibuke and some

young chiefs, while Kabua or Lebon, the King of the Ralik Group (or rather one of the kings, Loiak being the other) lives on the largest island, 'Ebon proper'. ... Kabua derives some of his power through his stepson Lomorro, who lives with him, Lemorro being the son of 'Old Kaibuke', who died in 1864, and who was the supreme chief of Ebon.

Kabua, who is a man of some 50 years of age, has been a famous warrior and sailor, having been once drifted away to Pingelap 500 miles to the Westward and having with his crews fought and defeated the natives there, who endeavoured to kill him. He also took a ship in Jaluij Lagoon in 1857 and killed the captain (MacKenzie) with his own hand. ... These chiefs are very independent having taken several vessels and murdered many whites during the last 25 years (a vessel, the 'Franz', was taken at Rongerik in 1862) and having never been punished for their crimes (some of them murders of ship-wrecked sailors who arrived in a helpless condition at Ebon) they imagine that no dare punish them. ... They are quite surprised to hear that an English gunboat put the murderer of St. John Keyse to death at Apaiang in May last.

This island was for several years the head-station of Capelle & Co and they have now two traders resideing here, one a native of Hawaii, an ex-missionary who was expelled the Society for killing a native of Nonouti, Gilbert Group, where he was stationed, in 1872 (his name is Kaehuaea), and the other a Hawaiian half-caste named Thos. Goddard.

September 23, 1877. At Ebon. ... Capt. Milne (Mr T.E.F. Milne for years a partner of Capelle's) died at Jaluij on August 10th.

November 13, 1877. At Ebon. ... W.N. Lyttleton went over to Whitney's at 4 p.m. in canoe to present his letters of introduction from Bishop of Auckland to the Mission here.

Lyttleton is a nephew of the late Lord Lyttleton and has come down in 'Vision' in a mysterious manner, his plans here are (he says) to learn the language and fit himself for a diplomatic position which he expects his family influence to obtain for him. He is a most eccentric in manner and perhaps of a weak mind as his conduct today proves, he having left all his effects out in the rain while he went over to Whitney's. We

had almost to turn him out of the house as he is not the sort of man one would willingly associate with, he being supposed with a certainty of moral conviction to be in the habit of committing the most detestable of crimes, viz. that particular one which so largely prevailed in the Cities of the Plain as to cause the name of one of the cities to be applied to the crime. I knew this man (or fiend) in Fiji and was knowing to the fact of there having been 10 sworn informations against him at the time of his clandestine departure from that Group - in 1873. He will probably starve to death here or else commit suicide (if he be not first killed by natives) any of which will be an advantage to his family & to society in general.

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Treaty on page 157

Treaty between Herr von Werner, Commander of His Majesty's Corvet "Ariadne" and Lebon & Letabalion, Principal chiefs of Jaluit & the Ralick group -

Article I

To the German dependents as also to their agents or substitutes is assured a peaceful life in the islands of the Ralick-group; also the safe carrying on of commerce, trade & agriculture -

Article II

To the Germans or to their substitutes or agents is secured the undisturbed possession of the land which they shall buy or rent from the natives - (in the latter case (renting land) to the end of the agreed time) - The use of all the fruits & products of the estate is also their right - This holds good for land belonging to native women who have married Germans -

Article III

If a German ship wrecks or in any way comes to grief off one of the islands in the Ralick Group the ship as well as the crew & cargo must not be molested injured or robbed, on the contrary the before mentioned chiefs promise at the request of the Capt. or his substitute to render assistance to ensure the safety of ship & cargo. They promise to give back all the things that are saved at the request of the Captain and this they will do at such a price as shall be in proportion to the labour & according to the uses of civilized nations.

Article IV

If a seaman deserts from a German ship on any of the Ralick islands the principal chiefs at the request of the Capt. will at once do all in their power to find him and deliver him up or they will assist the Capt. to bring the deserter back to his ship. This done the Capt. shall pay the Chiefs 2 dollars in difficult cases 5 dollars for every recovered deserter. The natives of the Ralick islands are strictly forbidden to hide a deserter -

Article V

Any taxes or rates put upon strangers staying in the different islands of the Ralick group must first be arranged by special agreement with the substitute of the Imp. German Government and be approved by him before they can be applied to Germans or their agents & substitutes .

Article VI

German dependents or their agents or substitutes must bring their complaints against the natives of the Ralick Group to the Chiefs of Lebon & Letabalin or else to the Chiefs of the islands in question - The said Chiefs will promise that they will do all that is possible for the satisfaction of the complaining german dependents and in cases of theft & robbery they will endeavour to discover the criminal and have him punished. All disputes arising between the Chiefs & inhabitants of the different islands in the Ralick group on the one side and the Germans or their agents on the other

side that have not been settled to the satisfaction of both parties shall be brought to the notice of any Commander of a German Man of War arriving at the island - otherwise the disputes may be settled by the German imp. Consulate at Apia.

Article VII

All Germans or their commercial agents who live in the islands of the Ralick Group must be respectable and peaceable in their behaviour. On the other hand no German or his Commercial agent may be injured or groundlessly molested by any native of the Ralick Group and the before said Principal Chiefs as well as the Chiefs of the different islands promise on their side to fulfil all obligations they are under towards the Germans and to see that the same is done by all the natives of the islands in question.

Article VIII

The flag of the principal Chiefs Lebon & Letabalin consisting of 5 horizontal stripes of equal depth & breadth of colour black, white, red, white & black will be acknowledged the Flag of the islands.

Article IX

The principal chiefs of Jalouit give the imp. German govern - the right to build a coal station on Jalouit & they promise the imp. Ger. gov. at whatever time it is wanted to give up the necessary ground at the appointed place in the port of

Jaluit (Velivur) the imp. Ger. gov. must settle the indemnification for it.

To this end the Chiefs surrender besides to the imperial German government the port of Jaluit (Jebwor) for the free use of the Germans & if it is desired they are willing to do the same on any other island of the Ralick group - The aforesaid Chiefs promise further that to no other government besides the imperial german government will they accord the same or similar privileges in Jaluit & Jebwor or in any other of the Ralick group -

Article X

The said (principal) chiefs secure to the german government & its dependents (german) the same rights that are accorded to other states but (the latter shall have no extra privileges.

Article XI

This present treaty refers really only to Jaluit & to those islands of which the said Chiefs have the government of but they (chiefs) promise to do all that is in their power to enforce this treaty & its conditions & to make it to be accepted & followed by those other islands over which they have any influence -

On board His Majesty's Corvet "Ariadne"
Habour of Jaluit - 29th of November 1878.

Treaty on page 157

Treaty between Herr von Werner, Commander of His Majesty's Corvet "Ariadne" and Lebon & Letabalion, Principal chiefs of Jaluit & the Ralick group -

Article I

To the German dependents as also to their agents or substitutes is assured a peaceful life in the islands of the Ralick-group; also the safe carrying on of commerce, trade & agriculture -

Article II

To the Germans or to their substitutes or agents is secured the undisturbed possession of the land which they shall buy or rent from the natives - (in the latter case (renting land) to the end of the agreed time) - The use of all the fruits & products of the estate is also their right - This holds good for land belonging to native women who have married Germans -

Article III

If a German ship wrecks or in any way comes to grief off one of the islands in the Ralick Group the ship as well as the crew & cargo must not be molested injured or robbed, on the contrary the before mentioned chiefs promise at the request of the Capt. or his substitute to render assistance to ensure the safety of ship & cargo. They promise to give back all the things that are saved at the request of the Captain and this they will do at such a price as shall be in proportion to the labour & according to the uses of civilized nations.

Article IV

If a seaman deserts from a German ship on any of the Ralick islands the principal chiefs at the request of the Capt. will at once do all in their power to find him and deliver him up or they will assist the Capt. to bring the deserter back to his ship. This done the Capt. shall pay the Chiefs 2 dollars in difficult cases 5 dollars for every recovered deserter. The natives of the Ralick islands are strictly forbidden to hide a deserter -

Article V

Any taxes or rates put upon strangers staying in the different islands of the Ralick group must first be arranged by special agreement with the substitute of the Imp. German Government and be approved by him before they can be applied to Germans or their agents & substitutes .

Article VI

German dependents or their agents or substitutes must bring their complaints against the natives of the Ralick Group to the Chiefs of Lebon & Letabalin or else to the Chiefs of the islands in question - The said Chiefs will promise that they will do all that is possible for the satisfaction of the complaining german dependents and in cases of theft & robbery they will endeavour to discover the criminal and have him punished. All disputes arising between the Chiefs & inhabitants of the different islands in the Ralick group on the one side and the Germans or their agents on the other

side that have not been settled to the satisfaction of both parties shall be brought to the notice of any Commander of a German Man of War arriving at the island - otherwise the disputes may be settled by the German imp. Consulate at Apia.

Article VII

All Germans or their commercial agents who live in the islands of the Ralick Group must be respectable and peaceable in their behaviour. On the other hand no German or his Commercial agent may be injured or groundlessly molested by any native of the Ralick Group and the before said Principal Chiefs as well as the Chiefs of the different islands promise on their side to fulfil all obligations they are under towards the Germans and to see that the same is done by all the natives of the islands in question.

Article VIII

The flag of the principal Chiefs Lebon & Letabalin consisting of 5 horizontal stripes of equal depth & breadth of colour black, white, red, white & black will be acknowledged the Flag of the islands.

Article IX

The principal chiefs of Jalouit give the imp. German govern - the right to build a coal station on Jalouit & they promise the imp. Ger. gov. at whatever time it is wanted to give up the necessary ground at the appointed place in the port of

Jaluit (Jelivur) the imp. Ger. gov. must settle the indemnification for it.

To this end the Chiefs surrender besides to the imperial German government the port of Jaluit (Jebwor) for the free use of the Germans & if it is desired they are willing to do the same on any other island of the Ralick group -
The aforesaid Chiefs promise further that to no other government besides the imperial german government will they accord the same or similar privileges in Jaluit & Jebwor or in any other of the Ralick group -

Article X

The said (principal) chiefs secure to the german government & its dependents (german) the same rights that are accorded to other states but (the latter shall have no extra privileges.

Article XI

This present treaty refers really only to Jaluit & to those islands of which the said Chiefs have the government of but they (chiefs) promise to do all that is in their power to enforce this treaty & its conditions & to make it to be accepted & followed by those other islands over which they have any influence -

On board His Majesty's Corvet "Ariadne"
Harbour of Jaluit - 29th of November 1878.