

SUBJECT FILINGS (3)

From miscellaneous sources

- (1) O'Connell and the discovery of Ponape.
- (2) Bligh and the breadfruit.
- (3) Alexander Mackonochie.

Notes on

O'CONNELL AND THE DISCOVERY OF PONAPE

From Petherick's Bibliographies

1828. John Bull's crew in Solomons - conflict with crew of Alfred - whose captain and mate murdered there.

✓ Australian 21.5.1828.

✓ Asiatic Journal, vol.XXVI (Dec., 1828), pp.757-8.

Nouvelles Annales des Voyages, vol.XI (XLI ?) (1829), pp. 368-9.

Fate of one - Matthews (escaped?).

✓ Sydney Herald 12.12.1831.

✓ Asiatic Journal, vol.VIII, pt.2 (June 1832), pp.103-4.

Nauru Island and the fate of the John Bull.

✓ Sydney Herald 4.9.1837, p.2; 7.9.1837, p.2; 28.9.1837, p.2.

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The John Bull

The Friend, n.s., vol.II, no.5 (May, 1853), p.38. "THE 'JOHN BULL.' - This was an English whale ship, lost about the year 1827, in the vicinity of Ascension Island. One report says that, it was upon the island of McAskills. The most definite account, respecting the 'John Bull,' which we have been able to obtain, is found in M'Connell's book, entitled 'A Residence of 11 years in New Holland and the Caroline Islands'. He states that he was a sailor on board the vessel, at the time of her wreck."

James F. O'Connell

Arrived Sydney on convict ship Phoenix, with, according to his story, cargo of female convicts. He names Macquarie as Governor, and F. A. Healey (Hely) as superintendent of convicts. To make Macquarie right he must have arrived before the end of 1821, but Hely wasn't appointed superintendent of convicts until Jan. 1823. On p. 36 he gives his dates of residence here as 1820-1826. As he was born on 10 Nov. 1808, this would make him 12 years old at most, and probably 11, when the voyage ended.

He proceeds at once to the condemnation of the Phoenix, and this fixes the date of her arrival in Port Jackson as 6 Aug. 1824. No Phoenix brought convicts to Port Jackson, but two at least did to Hobart - neither had captain or surgeon of the names he gives. His Phoenix landed 202 male prisoners at Hobart, 21 July 1824, captain Robert White, surgeon Charles Queade. A ship of 589 tons, she had sailed from Portsmouth via Teneriffe on 29 March, 1824. She had two passengers for Sydney, Mr. Evans and Mr. E.H. Thomas. After entering the Heads and while still in charge of the pilot she struck on The Sow and Ligs, and was got off next day by the help of H.M.S. Tamar and the Prince Regent. The Sydney Gazette of 12 Aug. 1824 tells the story, and quotes a letter of gratitude from the captain and officers to Capt. Bremer of the Tamar. This supplies the interesting information that the name of the chief officer was David Salmon.

[Could a Jewish ship, son in England know of him?]

x Now Salmon is the name O'Connell gives to the captain. It is curious that he passes over the Saw and his episode, as this was the direct cause of the condemnation in September. After a Court of Vice Admiralty had been held, the Phoenix was purchased by government early in 1825 as a convict hulk, and lay for many years in Ravender Bay, holding prisoners awaiting transportation to Moreton Bay, Norfolk Island and other penal settlements.

If O'Connell's dates in Australia are switched from 1820-1826 to 1824-1830, he would then have been 15 on arrival, and later events described, the year with Charles Smith, the City of Edinburgh affair, etc., would fit in.

x The name of the captain of the John Bull, Oct. 1828 - Feb. 1830, was Salmon. Presumably he was the same man as the chief officer of the Phoenix (1824), and this may well have been the cause of O'Connell's signing on that vessel. Salmon was previously master of the Prince Regent, one of the ships that had hauled the Phoenix off the Saw and his.

p. 35 Charles Smith, whom he says he served for about a year after leaving the Phoenix, (which would have been from late in 1824) he describes as an ex-convict, a large contractor for the supply of butcher's meat to government for the soldiers and prisoners, and one of the first, if not the very first, who succeeded in packing beef in New Holland. He was also proprietor of a livery stable, a sportsman, and the owner of Boshee, then a famous horse on the colonial turf.

This information is generally correct, though Smith's interests could scarcely have been so extensive in 1825. With the exception of the beef packing, it might provide a fair picture of his activities in 1830, when O'Connell finally left Sydney.

Charles Smith is described in the 1828 Census as "age 28, T. L., Baring 1819, butcher, George Street. His family: Ann, 20, B.C.; Charles, jr., 4, B.C., George, 2, B.C.

The Baring indent shows: -

Charles Smith, Baring II, 1819, native place Shropshire, groom, picking pockets, 14 years, born 1800, 5 ft. 7 ins., dark sallow complexion, dark brown hair, dark hazel eyes. He was convicted at the Leicester Assizes on 22 Oct. 1818. His Ticket of leave was no. 271 of 1827, dated 28 April. He was allowed to remain in Sydney on recommendation of the Sydney Bench, 12 Apr. 1827.

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See note
at end

His Conditional Pardon, dated 9 Oct. 1830, was entered on record on 21 June 1831.

He died on 18 Jan. 1845, and was buried in the Newtown Cemetery on 23 Jan. An account in the S.M. Herald of 24 Jan. states that upwards of 200 carriages and gigs and about 20 horsemen attended. Among the mourners were the Attorney-General, Mr. W. C. Wentworth, Dr. Bland, the Mayor and aldermen of the City Council. From neighbouring districts embracing a distance of fifty miles there was a large portion of the settlers and private individuals. Besides these a large number of pedestrians of the humbler classes, including several aborigines, all appearing to feel they were about to witness the last rites of one who had been a kind and benevolent friend to them in their necessities."

On Feb. 27, 1845 were offered for sale his high-bred herds of horned stock - 1500 head of cattle, with station at Liverpool Plains, 1200 head of cattle, with station at the Big River.

The Atlas of 25 Jan. 1845 has this variant on the Herald's account - "The death of this kind-hearted man and valuable colonist will be felt

as a severe loss by some hundreds of families, and we question whether in the annals of the Colony a more genuine tribute ~~has~~ been offered to departed worth. . . .

The funeral was also attended by a number of poor children who have long been dependent on Mr. Smith's bounty, and who, clad, by Mrs. Smith's desire, in deep mourning, added to the melancholy interest of the scene. A number of aboriginal natives, who had long been fed and protected by the deceased, also attended and testified by their sorrowful countenances the sincere regret with which they mourned their kind and charitable friend".

An advertisement in the Atlas of 8 Feb. 1845 lists the valuable farms of Clifton and Clarendon, near Windsor, to be leased, also the whole of the valuable and extensive thoroughbred horse stock and cattle to be sold by auction. Afterwards will be sold the whole of the well-known extensive thoroughbred horse stock, consisting of brood mares, colts, fillies, and entire horses, some of which are highly valuable imported stock and not to be equalled in the colony. Also, the whole of the imported choice horn stock, consisting of cows, bulls and heifers."

He was an outstanding studmaster and racehorse owner, but the name Boshee seems ~~to~~ to be a fabrication.

Douglas Barrie in his The Australian Bloodhorse, p. 216, has the following account of Smith: -

"Mr. Charles Smith was a colourful personality, successful in all his enterprises, and prominent on the New South Wales turf prior to his death in early 1845. His butchery business at "Beefsteak Corner", George and Market Streets, Sydney, was a prosperous one. In 1832 he bought Bengarrabee Stud from Mr. Thomas Icely, and set about making it the leading horse stud in the County of Cumberland. In 1836 he acquired the Abbotsbury Estate, and shortly afterwards added Bayley Park to his possessions. For the next ten years racehorses bred by Charles Smith dominated the meetings within 200 miles of Sydney. In 1840 he moved his stud to Clifton, near Windsor, on the Hawkesbury." In the Sydney Morning Herald of ^{*}8 Oct. 1844 is a letter from Smith in which he states "I have more bloodstock than all others in the colony put together."

* This date should be 9 Oct. 1844.

* Smith's ticket-of-leave was granted under the Government Order of 1 Jan. 1827, by which transports for 14 years, having served six years with one, eight years with two, or ten years with three masters, were to be granted tickets-of-leave. This is shown in enclosure to Governor's Despatch of 10 Jan. 1828.

p. 62. Oxley expedition. He could have been attached to one of Oxley's surveys of the settled districts into counties and parishes, which began in June 1825 and continued until his death in 1828. But as Oxley was Surveyor-General and his expeditions were planned, it is very unlikely O'Connell held any post of importance. This reads like a piece of braggadocio.

p. 73. City of Edinburgh, a government ship, with prisoners for Norfolk Island, according to O'Connell, with 120 prisoners of whom 6 were killed in a riot. The Sydney Gazette of 10, 13 and 24 Jan. 1829, gives the story. The ship was lying in Sydney Cove on 11 Jan. 1829, bound for Moreton Bay. The number of prisoners was 160 - a riot took place and the soldiers were finally forced to fire among the rioters. Two jumped overboard - one was captured, the other succeeded, heavily ironed, in reaching the north shore - he was apprehended at Lane Cove. 8 rioters were wounded, one (John Jackson) died, and an inquest was held on 23 January, 1829. The City of Edinburgh, though not a government ship, had been taken up by government to convey these prisoners, there being no government vessel available.

p. 75. The Cape Packet, Capt. Dillon, date given 1822. The Cape Packet first came to Australia in 1826, and, putting O'Connell's dates four years on, she could be a possibility, but Dillon wasn't ever her captain. She wasn't a whaler until 1830, when her master's name was Hindson. In 1826 the master was Capt. Roughton, and he was succeeded by Francis Dixon. This episode looks like a fabrication. In 1822 Dillon was master of the brig Calder.

p. 100. The date 1835, "about ten years from the time at which I left the colony."

p. 101. "In or about 1826, I shipped in the barque John Bull, whaler, Captain Barkus."

The John Bull had arrived from China and Batavia on 6 Aug. 1826 (Capt. Route), and sailed for China 5 Nov., returned from Canton, with teas, &c., 12 June 1827, and sailed for sperm fishery 23 Aug. Returned 20 May 1828, Capt. Lewis. Sailed 18 Oct. for sperm fishery, Capt. Salmon, and returned 12 Feb. 1830. Sailed 10 May 1830 for fishery, Capt. Barkus. This was Barkus's first command of the John Bull.

p. "Missionary for Strong's Island put on board by Marsden in New Zealand.

Marsden was in N.Z. in 1830 on his sixth voyage, but there is nothing in his published statements to support this story, nor in any missionary records I have found.

Capt. Barkus married on 26 April, 1828,
Eliza Morris, eldest daughter of George Morris,
of the Australian Hotel, Sydney. He was
described in the notice in the Sydney Gazette
of 28 April as "of the Colonial Service."

In the issue of 11 August he had a long
notice that he had taken possession of the
Australian Hotel, in George St., near the King's
Wharf, lately occupied by George Morris, which
would be conducted in the true London style.
Luncheons and dinners supplied, and informa-
tion on projected departures and destinations
of vessels would be posted in the Coffee Room.
Gentlemen can be accommodated with private
lodgings, wines and spirits of the best quality,
stabling for horses, upon reasonable terms.

A registry book will be kept for insertion
of names of seamen out of employ; and open
to the inspection of shipmasters, gratia, when
in want of crews for their respective ships.

Name spelt Barkus in these
entries.

Ponape.

Discovery by Capt. Henry John Row.

It is curious that Row did not record his discovery of 10 Sept. 1825 when he returned to Sydney on 6 Aug. 1826. He sailed for China on 5 Nov, arrived from Canton, June 12, 1827, and sailed for the sperm fishery on 23 Aug, 1827. The story of the Caroline Islands discovery was made in a signed statement to the Colonial Times, Hobart, dated 24 May 1827, and published in the issue of 25 May.

Riesenberg to Forster, 16.3.60. Missionary's letter of 1852 in Peabody Museum, Salem, which states O'Connell was an escaped convict from Sydney who deserted his ship at Ponape.

Might this statement be due to confusion caused by two references to an escaped convict, each in a publication concerning the Wilkes expedition?

In Joseph G. Clark's "Lights and Shadows of Sailor Life" (Boston, John Putnam, 1847), the following passage appears on p. 140: -

"We received a visit from a white man, who informed us that he had been among these islands for nearly forty years. He is a native of Ireland, by the name O'Connell. He stated that he was sent to Port Jackson in 1800, as a convict, and by some mysterious means managed to make his escape, and at which time he joined a privateer which touched at one of these islands; from thence he deserted and has remained here an exile from home ever since. He was in a perfect state of nudity, except, like the natives, he wore a piece of tappa about the loins. He wore his hair long, and also his beard, hanging down on the breast; upon the whole he was a miserable looking object."

This happened in May 1840 near the village of Raboaka, Ovalau.

Wilkes's account (vol. 3, p. 67-) is as follows: -
"He was a short, wrinkled old man, but appeared

to possess great vigour and activity. He had a beard that reached to his middle, and but little hair of a reddish gray colour, on his head. He.... at once addressed me in broad Irish, with a rich Milesian brogue.... His name was Paddy Connel, but the natives called him Berry; he was born in the county of Clare.... had run away from school when he was a little fellow, and after wandering about as a vagabond was pressed into the army in the first Irish rebellion.... After defeat by the British he deserted, was tried and sent as a convict to New South Wales. Arrived there, his name was not on the books of the prisoners, so he was set at liberty. He worked about for several years, joined the captain of the ship General Wellesley at Sydney, the ship being at Sandalwood Bay. Arrived there, he, with others, decided to remain. He had now lived forty years among these savages. "After hearing his whole story I told him I did not believe a word of it; to which he answered that the main part of it was true, but he might have made some mistakes, as he had been so much in the habit of lying to the Terejeans that he hardly now knew when he told the truth, adding that he had no desire to tell anything but the truth".... He had lived much at Rewa and until lately had been a resident at Levuka, but had, in consequence of his intrigues, been expelled by the white residents, to the island of Ambatiki.

He had forty-eight children and had had one hundred wives.

Letter from Dr S.H. Riesenbergr to H.E. Maude, 20.4.61.

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"Regarding O'Connell and the discovery of Ponape: the attributed discoverer, of course, is Lutke, January 2, 1828. O'Connell, who according to Captain Knight was rescued from Ponape on November 27, ~~1828~~ 1833, says in two places he was "over five years there" and that he left "after about 5 years residence with them". This would have brought him to Ponape some time in 1828. He also states that he left Australia "in or about the year 1826;" after four months his ship, the John Bull, put in at Bay of Islands, and "at eight months out" it struck on a reef. Would this be this eight months out of Australia or New Zealand? I wonder whether that seafaring term is used with reference to the original port of departure? In any case, the interval between Lutke's arrival and O'Connell's departure is 5 years, 11 months, and O'Connell's account would suggest that he was not on Ponape until late in 1828, if he was telling the truth; but your suggestion that he didn't join the John Bull until October 19, 1828, would make his arrival a little later.

The Friend, May, 1853, p.38, gives information from H.B.M. Consul General Miller that the English whaler ship John Bull was lost about 1827 in the vicinity of Ascension; one report has it at Mc Askill (Pingelap). Could there have been two vessels of this name?

Campbell suggests ~~earlier~~ early visitors in his 1835 remarks: Ponape "has been occasionally visited during the last nine years" by whalers. O'Connell also refers to a song celebrating "the barking of a dog on board some vessel which had visited them," to "bits of iron hoop, an officer's coat, and other articles" on nearby Pakein, to traditions of guns, to chickens

descended from a pair presented to one of the chiefs by people with moustaches who arrived in "a big canoe with one stick" about forty years before, etc.

O'Connell' says that Captain Knight's ship, the Spy, was the first ship he saw while on Ponape, and that there were with him only his five shipmates from the John Bull. But Knight says "the Irishman" (referring to O'Connell, whom he never names) told him that a Botany Bay ship had left only ten days before with seven hundred pounds of shell and "in consequence I should find it much scarcer than usual," implying a regular commerce. Also Knight refers to "a lot of white men" who had been put ashore "by the Botany Bay whalers as they passed the island and undoubtedly were convicts," and to nine white men taken off Pingelap and left ashore at Ponape recently by the Nimrod.

But Horton James in the Nautical Magazine, under date of December, 1833, writing from Sydney, says "there have never been more than two ships touch there." (I wonder what ship James was on? He speaks of Tahitian sailors on his ship, if this is a clue. It could not have been the Nimrod, which did not get back to Sydney until May, 1834).

Finally, there is Dr. John Lhotsky, writing in the New South Wales ... Advertiser, Feb., 1835, and referring to "Ascensio ... discovered very lately by His Majesty's Sloop of War, Raven." He mentions a Mr. Ong of New South Wales who "some years back remained there several months."

All of this makes a very confusing story which I should like some day to set straight. I very much appreciate your interest in the matter, and please continue to send me any tid-bits you may find.

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Letter from H.E. Maude to Dr S.H. Riesenber, 3.3.61.

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Finally I must tell you about the work I am now commencing on called The Outer Passage, which is an attempt to show ~~how~~ the effect on our geographical knowledge of the Pacific of the opening of a new trade route (from Port Jackson to Chine). This has taken Ida Leeson and I rather deeper into the affairs of your friend O'Connell than we had intended to go, and it now seems reasonably certain that he did not leave for Ponape until May 14, 1830; we are checking up on his career in Australia from 1824 to 1830 to see if he was a congenital, or only an occasional, liar. You are welcome to anything we find.

The extraordinary thing is that Ponape appears to have been discovered by the John Bull all right, but not ~~under~~ ^{on} the voyage under Captain Barkus when she got wrecked but on September 10, 1825, when on a previous voyage sailing the "Outer Passage" from Port Jackson to China, her then captain being John Henry Rowe. This is stated quite plainly in a letter written by Captain Rowe from Hobart, where he was discharging tea on his return from Canton for the firm of Jones and Walker, who owned the ship.

present
My own/feeling is that O'Connell joined the ~~of ship~~ John Bull on October 19, 1828, two voyages later, when she was ~~ordered~~ engaged on whaling under Captain Salmon, who had been the captain of the Phoenix on which he came to Australia. Quite possibly, having discovered Ponape, the John Bull returned there each fishing trip; and eventually piled up there?

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JOHN BULL (colonial ship)

Sailed for China 16.8.25 (Capt. Rowe)
Discovered Ponape 10.9.25 (Tea and sundries)
Left China 29.3.26
Left Batavia 11.6.26
Arrived Sydney 5.8.26

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Sailed for Manilla and China 5.11.26 (Capt. Rowe)
Arrived Hobart 22.5.27
Arrived Sydney 12.6.27

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Sails for sperm fishery 23.8.27
Arrives from sperm fishery 20.5.28 (Capt. Lewis)

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Sails for sperm fishery 19.10.28
Arrives from sperm fishery 11.2.30 (Capt. Salmon)

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Sails for sperm fishery 14.5.30

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Sydney Gazette 15.6.27, 3b.

NAUTICAL INFORMATION - We have been favoured with the following by Captain Row, of the ship John Bull:- 'On my passage from New South Wales to China, on the 10th of September, 1825, I saw, at a distance of 40 miles, a group of Islands, consisting of one large and eleven low ones, situate in lat. 6° 47' N. long. 158° 1' E. As I do not remember ever having heard of these Islands before, I named them "John Bull's ~~Islands~~ Islands," considering them to be a new discovery among those Archipelago of Islands so little

JOHN BULL, cont'd.

explored ---- Carolinas, North Pacific. Between the large and small Islands, there is a passage, which is probably safe; but I did not explore it, being chased by five boats, which convinced me that the Islands were inhabited. I did not hazard a communication with the natives, not being well armed. Therefore, I know no more of them than what I have before stated, except this, that they appeared very fertile. The large Island is upwards of two thousand five hundred feet high.

(Signed) JOHN HENRY ROW, Commander.

Ship John Bull, River Derwent,

Van Diemen's Land, May 24,

1827.

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Australian Index

(?) John Bull whaler sailed May 20: A., May 21, 1828

John Bull ship arrives from whaling May 20: A., May 21, 1828.

John Bull barque sailed for whaling Oct. 19: A., Oct., 21, 1828.

John Bull barque arrived from successful whaling Feb. 11: A., 12.2.30.

John Bull, Capt. Barkus, sailed for whaling May 13: A., 14.5.30.

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Sydney Gazette Index (1827 -)

Arrives from Canton with a cargo of tea 12.6.1827 (SG 15.6.27, 2a) (Capt. Rowe).

Cargo List 15.6.1827, 2a.

Reports the finding of a new group of islands in the Carolinas (SG 15.6.27).

Will sail for the sperm fisheries 9.8.27 (SG 6.8.27, 2a).

JOHN BULL, cont'd.

The date of sailing was then altered 7 times by notices in various issues of the SG.

Sailed for the sperm fishery 23.8.27 (SG27.8.27, 2a).

John Hosking advertises tea for sale landed from above vessel (SG7.4.28, 3d) 9.4.28 - 30.5.28.

Arrives from sperm fishery with 145 tons of sperm oil (SG21.5.28, 2a).

Two mariners fined for assaulting apprentice aboard (SG18.7.28, 2f).

From the voyage of Aug. 1827 - May 1828 brought 147 tons of sperm oil and head matter (SG13.1.29, 2f).

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John Bull, colonial ship, sailed for China (SG18.8.25, 2)

John Bull arrived from China and Batavia (SG9.8.26, 2).

Import manifest, ditto, 3.

Announced to sail for Canton (SG28.10.26, 2). ~~23.11.26~~

Announced to sail for China 5.11.26 (SG4.11.26, 2).

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Australian 11.11.26, p.3. "Sailed, on Sunday last, the ship John Bull, Captain Rowe, for Manilla and Canton." [e.g. on 5.11.26].

Australian 9.8.26, p.3. "John Bull arrived 5.8.26 (Capt. H.J. Rowe) from China 29.3.26 and Batavia 11.6.26 - Lading, tea & sundries.

Australian 12.8.26, p.3. "The cargo of tea imported in the John Bull, has been purchased by Messrs. Cooper, and Robert Campbell, junior, at moderate prices."

SG 18.8.25. "On Tuesday last [e.g. 16.8.25] sailed, for China, the colonial ship John Bull."

SG 15.6.27. "On Tuesday last [e.g. 12.6.27] arrived, from Canton, via Hobart Town, the ship John Bull, Captain Rowe, with a cargo of teas, etc. for the ~~the~~ house of Jones and Walker."

"Same day arrived, the ship John Bull, Captain Rowe, with 1100 peculs green, and 3 peculs black teas, viz. 1350 chests Hyson skin tea, 1000 half

ditto, 410 catty boxes ditto, 50 chests hyson, 200 half ditto, 260 catty boxes ditto, 30 boxes nankeens, 100 pieces each, 4 boxes paper, 2 ditto books, 16 bags alum, 2 boxes silk, and 2 ditto sugar, 2 bundles Powchory tea, 2 boxes rice, 1 box of ivory ware, 2 rolls matting, 3 bundles chairs, 1 box lacquered ware, 1 ditto ornaments, 3 ditto sweetmeats, 4 ditto china-ware, 4 packages for Dr. Blair, 1 for Hon. Mr. M'Leay, 2 for Rev. S. Marsden, and 2 for W.H. Hamilton."

Australian 15.6.27. "Arrived on Tuesday, the ship John Bull, Capt. Rowe, from China, on the 9th March, with a cargo consisting chiefly of teas, she having on board 1350 chests of hyson-skin, 1000 half chests ditto, 300 ten catty boxes of ditto, 50 chests of hyson, 200 half chests ditto, and 250 ten catty boxes of ditto, a quantity of nankeens, etc. The vessel and the major part of the cargo belong to Messrs. Jones and Walker, of Sydney; a considerable part of the tea was consigned to Messrs. Kemp and Co. Hobart Town."

Hobart Town Gazette 26.5.27, p.5, contains the same announcement re the John Bull's cargo as in SG for 15.6.27, but stating that the vessel arrived at Hobart 22.5.27 and that Kemp and Co. are agents. Nothing about the discoveries.

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Trace O'Connell in "Lists of convicts by each ship arriving 1788-1842, with names of ships". (Indents, 1788-1842). Dixon Stack, Floor 4, Bay 1.

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Bayldon Shipping List

1825 May 17 John Bull Colonial ^{sloop} ~~ship~~ Capt. Thomas Reibey from Isle of France with sugar, wines, &c.

1824 Sept.25 John Bull Reibey Wheat, potatoes, skins, from Port Dalrymple.
° Sailed 1824 Nov.13 for China.

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Colony of New South Wales for the year 1828

ML Q991

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P.180. Return of Fisheries carried on in ~~Victoria~~ Vessels belonging to, or sailing from, the Colony of New South Wales, during the Year 1828.

Gives 2 voyages of John Bull and quotes tonnage as 178 and crew 26 & 25.

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HRA Ser.1, X:612. Sir Thomas Brisbane to Earl Bathurst, 4.2.22. "The John Bull, Wm. Corlett Master, arrived on the 18th Decr. from Ireland, under the Superintendance of Surgeon Wm. Elyard of the Royal Navy, with Eighty female

Convicts and twenty two free women and Children in excellent health and without any deaths or complaints."

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Sydney Herald 4.9.37, p.2., col.6; 7.9.37, p.2, cols.5 & 6; 28.9.37, p.2, col.4: for fate of John Bull.

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MSS INDEX Cards

Official journal of voyage from ϕ Cove of Cork to Port Jackson in H.M. Convict ship John Bull 5.6.21-25.10.21; kept by W. Elyard, Surgeon. A2884

1822 pair of Emus sent in the John Bull to Bengal for the Marquis of Hastings. A775, p.14.

1822 arrival with 80 female convicts. GD vol.IV, no.1.

Arrival at Port Phillip Jan.21, 1840 (Immigration Papers, 12). A139

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Australian 12.2.30. "ARRIVED yesterday the barque John Bull, from the sperm whale fishery, we are happy to hear with a good cargo."

~~Australian 11.5.30. "SAILED yesterday the ship John Bull (whaler), Captain Lewis. Cargo, 145 tons sperm oil, &c."~~

Australian 14.5.30. "SAILED. Yesterday the barque John Bull, Barkus, for the sperm whale fishery."

Australian 21.5.28. "Arrived. Yesterday the ship John Bull (whaler), Captain Lewis. Cargo, 145 tons sperm oil, &c."

Australian 21.10.28. ~~Sailed~~ "[Sailed 19.10.28] the barque John Bull, for the Sperm Whale Fishery."

SG 21.5.28. "Yesterday arrived, from the sperm fishery, the ship John Bull, Captain Lewis, having procured 145 tons of sperm oil. The John Bull fell in with the Tephy, from London 22 months, with only 100 tons of oil. An attempt was made by the natives of the Solomon ~~Islands~~ Isles to poison the crew of this vessel, which fortunately was prevented by the information of a native of one of the adjacent islands."

SG 18.7.28. "John Fenney and James Davis, mariners, were indicted for an assault on the person of John Middleton Brown, an apprentice on board the ship John Bull on the 6th June last. Found guilty, fined 1/-."

SG 15.5.30. "Departures. For the sperm Fishery, on Wednesday last, the ship

John Bull." [i.e. on 12.5.30].

SG 13.1.29. John Bull 178 tons cleared 23.8.27. Returned 21.5.28.
Out 8 months 29 days. 147 tons sperm oil and head matter.

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Reports of vessels arrived - 1830.

MS Customs Returns.

Barque John Bull arrived 11.2.30.

Tonnage 184. 30 men.

Master's name - Salmon. From So. Seas.

Lading 160 tons sperm oil. Passengers - nil.

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Sydney Gazette 13.2.30, p.2, col.5.

"The John Bull, which has been out about 12 months, has a valuable cargo of 162 tons of oil. This cargo is the property of Messrs. Jones and Walker who own the vessel."

Sydney Herald 2.7.32, p.4, col.2.

"No news from Lady Rowena as to fates of John Bull and Ann, Sydney whalers, now absent above two years from this port. It is hoped that the ships have been wrecked on some of the northern islands and the crews well-treated by the natives."

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Beachcombers

Nautical Magazine I:272 "Curious discovery".

c.1828
1832

From Liverpool Chronicle. Alfred whaler off MALANTA, an island near the New Hebrides [presumably Malaita]; after dispute with natives captain and several of crew killed and John Matthews, the mate, captured. Later communicates with Hashmy (Harwood) by cutting name etc. on piece of bamboo bartered by natives. Later still schooner New Zealander (Hedges) handed letter from Matthews by native saying still captive on N side of island, after long illness from wounds when captured. He had then been nearly 3 years on island. Subsequent fate not recorded.

The original from which this was copied, appeared in The Sydney Herald 12.12.31, p.4, col.2: "Curious Discovery". A further copy, but abridged, is given in The Asiatic Journal, vol.VIII, pt.2 (June 1832), pp.103-4. Petherick (see his Bibliographies) was evidently of the opinion that Matthews was one of the crew of the Alfred (see the Australian 21.5.28, p.3, col.1).

The Australian 21.5.1828, p.3, col.1.

"The John Bull touched at Solomon's Island, the spot where the master and mate of the Alfred, whaling vessel, met a premature death at the hands of the hostile natives. Tidings of the disaster had reached the John Bull, while lying at some distance from the above named island, in a north-easterly direction. On casting anchor on the Coast the natives flocked to the ship in their canoes, and with every appearance of friendliness, and a disposition to carry on a friendly intercourse, proffered presents to the crew. These consisted, in the first place, of yams and other edibles. The master was in the act of putting one of these roasted yams to his mouth, when a young native of the

The Australian 21.5.1828, cont'd.

island, who had joined the ship by accident some time previously, and had been some months, we believe, on board, sprang forward and hastily pushed the yam from him, exclaiming in his native tongue and making signs, that it was steeped in poison. The yam, on being examined, he shewed to be surrounded with a poisonous encrustation, and of so efficacious a nature as to be attended with certain death.

Thus had the whole crew a most providential escape from the effects of the deadly vengeance of this nest of ~~the~~ murderous savages. The natives soon after made off in their canoes, and on being pursued with part of the crew in an armed whaleboat, they very deliberately faced their cursuers, and shewed signs of a determination to stand a contest. They were ready with their ~~bows~~ bows and arrows. The crew fired among them, killed and wounded several, and then retreated to the ship, and here ended all further communications and conflicts."

Ibid, col.3. "Yesterday, the ship John Bull (whaler), Captain Lewis. Cargo 145 tons sperm oil, &c." Arrivals.

Asiatic Journal, vol.XXVI (Dec., 1828), pp.757-8. This is a copy of the above and duly acknowledged.

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

.....

Pp.203-5. C.1828. [Date can be fixed as it was a month^s or so after the captain and several of the crew of the Alfred had been killed off Malaita]. The whaler Hibernia off Malaita, surrounded by canoes when a man leapt off one, swam alongside and gained the deck with the assistance of the crew. Pursued by natives. Transpired to be a Lascar, and one of the crew (14 English and 6 Lascars) wrecked on a small island near Malaita 10 years before. Crew had been taken by natives and put on a small island for eating at time of festivals. When festival due to be celebrated natives visited island and selected next victim, who was secured and killed, and roasted in a large fire, while the natives danced and sang round him. 17 had been disposed of and himself and 2 other Lascars still remained but were kept as slaves of chiefs.

Said that 2nd mate of Alfred, captured while they were there on previous cruise was kept in slavery by them some way back in the Mountains.

.....

O'Connell, James F.

See Hurry, W. M. "An Irish sailor in Australia" R.A.H.S. -
Trans. & Proc, vol 16 (1930), H. 465-6.

9 quotations from inaccurate remarks made by publisher of German
edition ancient rarity of work. States that O'Connell died in July,
1904.* Also quotes remarks of American editor in his preface
concerning O'Connell in Australia. Unreliable.

* As he stated that he was born on 10.11.1808 he would be been nearly 100!

THE AUSTRALIAN NATIONAL UNIVERSITY

THE RESEARCH SCHOOL OF PACIFIC STUDIES

BOX 4 G.P.O. CANBERRA A.C.T.

TEL. J0422

Telegrams "Natuniv" Canberra

Department of Pacific History,
23rd February, 1961.

Dear Ida,

So glad to hear from you again. I should have written ages ago - indeed I have meant to every day - but I got immersed in writing my paper for the Pacific Science Congress and all else went by the board. It is really a most exacting business this paper writing and I find I have to almost leave this world for a time while it is on - physically, I suppose, I move around but I am hardly conscious of my surroundings.

I was not intending to worry about writing the paper until April (its not to be delivered until late in August) but Dr Freeman, who is leaving for Europe next week, agreed to look at a draft before he went, if I could get it ready by last Friday.

I managed a first draft of all but the last three sections in time and he is now (I hope) examining it. I fear that there is little chance of it passing muster for it is an experiment in ethnohistory such as has not been attempted before, so far as I am aware, at least in the Pacific. Freeman is probably the greatest living anthropological methodologist in the Commonwealth and is unlikely to tolerate anything savouring of historical reconstruction based on oral tradition, the functionalists being dead against just this. However I'm glad that I made the attempt, for it has taught me a lot.

Another reason I did not come down was because it never entered my head that you would be at the Mitchell, still less investigating friend O'Connell; if I had known I would certainly have flown down long ere this.

I cannot tell a lie Ida and some months ago someone was telling me about you being ill and how you should be staying at home or visiting a few choice friends and how some people imposed on your good nature by dragging you to the Mitchell to do their work for them and it was doing you no good and in any case you couldn't afford it.

I'm so exceedingly slow in the top story that it was not until later that it began to dawn on me that in reality I was the selfish villain of the piece. And when I came down next you confirmed part of it at least by speaking at some length about your inability to manage financially and having to cut out your one annual luxury - a holiday at the Canberra - and one weekly luxury - an enjoyable meal at the Astor. Admittedly you seemed to be exercised about Menzies at the time.

And so, as I have said before, I felt thoroughly ashamed of myself

- and rightly so - and have consequently forced myself to refrain from asking you to solve the 101 problems that continue to arise as I delve ever deeper into Pacific history. And I suppose that as a consequence I am now tending to tackle the sort of paper that can be done here without the necessity of visiting Sydney. Perhaps if you'd allow me to arrange at the Astor for you to have dinner there each week at my expense it would not feel so bad - and your fares to and from the Mitchell must come to near a pound a week, which you should not pay.

I must say that all this planning doesn't seem to have done much good, if you are still going to the Mitchell willy nilly, so I might as well give up and talk about shop; and say quite illogically how delighted I am to hear that you have been looking into O'Connell of your own volition. What I should dearly love is for us to produce a short joint paper on O'Connell in Australia (indeed, up to the time of his shipwreck), that is if anything he says can be checked. For the extent to which his account of Ponape can be relied upon must be dependent to a large extent on the degree of reliability of his statements concerning events which can be checked, and particularly those in which he was supposed to be a participant.

Have a look at Hurry, W.M. "An Irish Sailor in Australia," Royal Aust. Hist. Soc., Journ. & Proc., vol.16 (1931), pp.465-6, which seems to me how not to write about O'Connell - but if they print that sort of unscholarly effort would they not print a scholarly and critical account?

I feel that the Marsden story is all tripe, it seems so out of keeping with all his other work and surely we would have heard of the venture from other sources (but still it must be checked, for it would be too awful if it turned out to be true - the name of the Rev. should be a clue); and it may turn out that O'Connell was an unmitigated liar.

And yet there was a John Bull and it did get wrecked and Barkus was the captain; see, in this connexion, the Sydney Herald for 4.9.37, p.2, col.6; 7.9.37, p.2, cols.5 & 6; and 28.9.37, p.2, col.4. Is there no O'Connell in the Ship's Muster Roll of the Phoenix or any of the other ships on which he allegedly served? And perhaps Charles Smith was a known identity; surely a contractor of meat for the Government must be well-known by name, and Smith was a horse fancier as well and therefore presumably known in racing circles? What about the Customs Reports of Vessels arriving in Port Jackson: ML 4/5198, etc.? We should really write an article on the Charles Smith's of Sydney - a distinguished clan.

I am enclosing all I know of the John Bull and O'Connell, being the correspondence with Riesenbergh and the notes I made when in Sydney, in the hope that they may be of help. Also a photostat list which I should be glad if you could get them to do.

Oh Ida, I've just noticed that the Captain of the Phoenix was called Salmon, and so was the Captain of the John Bull on her 1828-30 whaling trip. This may be a clue?

- 3 -

And what about Oxley's trip to the interior? When he went and who went with him should be on record, one would imagine. Is there no biography of Oxley?

But here I go again, getting all excited, so I must stop,

Yours ever,

Sheila M. Aude

JOHN BULL (colonial ship)

Sailed for China 16.8.25 (Capt. Rowe)

Discovered Ponape 10.9.25 (Tea and sundries)

Left China 29.3.26

Left Batavia 11.6.26

Arrived Sydney 5.8.26

.....

Sailed for Manilla and China 5.11.26 (Capt. Rowe)

Arrived Hobart 22.5.27

Arrived Sydney 12.6.27

.....

Sails for sperm fishery 23.8.27

Arrives from sperm fishery 20.5.28 (Capt. Lewis)

.....

Sails for sperm fishery 19.10.28

Arrives from sperm fishery 11.2.30 (Capt. Salmon)

.....

Sails for sperm fishery 14.5.30

.....

Sydney Gazette 15.6.27, 3b.

NAUTICAL INFORMATION - We have been favoured with the following by Captain Row, of the ship John Bull:- 'On my passage from New South Wales to China, on the 10th of September, 1825, I saw, at a distance of 40 miles, a group of Islands, consisting of one large and eleven low ones, situate in lat. 6° 47' N. long. 158° 1' E. As I do not remember ever having heard of these Islands before, I named them "John Bull's ~~Islands~~ Islands," considering them to be a new discovery among those Archipelago of Islands so little

JOHN BULL, cont'd.

explored --- Carolinas, North Pacific. Between the large and small Islands, there is a passage, which is probably safe; but I did not explore it, being chased by five boats, which convinced me that the Islands were inhabited. I did not hazard a communication with the natives, not being well armed. Therefore, I know no more of them than what I have before stated, except this, that they appeared very fertile. The large Island is upwards of two thousand five hundred feet high.

(Signed) JOHN HENRY ROW, Commander.

Ship John Bull, River Derwent,

Van Diemen's Land, May 24;

1827.

.....

Australian Index

(?) John Bull whaler sailed May 20: A., May 21, 1826

John Bull ship arrives from whaling May 20: A., May 21, 1826.

John Bull barque sailed for whaling Oct. 19: A., Oct., 21, 1826.

John Bull barque arrived from successful whaling Feb. 11: A., 12.2.30.

John Bull, Capt. Barkus, sailed for whaling May 13: A., 14.5.30.

.....

Sydney Gazette Index (1827 -)

Arrives from Canton with a cargo of tea 12.6.1827 (SG 15.6.27, 2a) (Capt. Rowe).

Cargo List 15.6.1827, 2a.

Reports the finding of a new group of islands in the Carolinas (SG 15.6.27).

Will sail for the sperm fisheries 9.8.27 (SG 6.8.27, 2a).

JOHN BULL, cont'd.

The date of sailing was then altered 7 times by notices in various issues of the SG.

Sailed for the sperm fishery 23.8.27 (SG27.8.27, 2a).

John Hosking advertises tea for sale landed from above vessel (SG7.4.28, 3d) 9.4.28 - 30.5.28.

Arrives from sperm fishery with 145 tons of sperm oil (SG21.5.28, 2a).

Two mariners fined for assaulting apprentice aboard (SG18.7.28, 2f).

From the voyage of Aug. 1827 - May 1828 brought 147 tons of sperm oil and head matter (SG13.1.29, 2f).

.....

John Bull, colonial ship, sailed for China (SG18.8.25, 2)

John Bull arrived from China and Batavia (SG9.8.26, 2).

Import manifest, ditto, 3.

Announced to sail for Canton (SG28.10.26, 2). ~~SG28.10.26, 2~~

Announced to sail for China 5.11.26 (SG4.11.26, 2).

.....

Australian 11.11.26, p.3. "Sailed, on Sunday last, the ship John Bull, Captain Rowe, for Manilla and Canton." [e.g. on 5.11.26].

Australian 9.8.26, p.3. "John Bull arrived 5.8.26 (Capt. H.J. Rowe) from China 29.3.26 and Batavia 11.6.26 - Lading, tea & sundries.

Australian 12.8.26, p.3. "The cargo of tea imported in the John Bull, has been purchased by Messrs. Cooper, and Robert Campbell, junior, at moderate prices."

SG 18.8.25. "On Tuesday last [e.g. 16.8.25] sailed, for China, the colonial ship John Bull."

SG 15.6.27. "On Tuesday last [e.g. 12.6.27] arrived, from Canton, via Hobart Town, the ship John Bull, Captain Rowe, with a cargo of teas, etc. for the ~~the~~ house of Jones and Walker."

"Same day arrived, the ship John Bull, Captain Rowe, with 1100 peculs green, and 3 peculs black teas, viz. 1350 chests Hyson skin tea, 1000 half

ditto, 410 catty boxes ditto, 50 chests hyson, 200 half ditto, 260 catty boxes ditto, 30 boxes nankeens, 100 pieces each, 4 boxes paper, 2 ditto books, 16 bags alum, 2 boxes silk, and 2 ditto sugar, 2 bundles Powchory tea, 2 boxes rice, 1 box of ivory ware, 2 rolls matting, 3 bundles chairs, 1 box lacquered ware, 1 ditto ornaments, 3 ditto sweetmeats, 4 ditto china-ware, 4 packages for Dr. Blair, 1 for Hon. Mr. M'Leay, 2 for Rev. S. Marsden, and 2 for W.H. Hamilton."

Australian 15.6.27. "Arrived on Tuesday, the ship John Bull, Capt. Rowe, from China, on the 9th March, with a cargo consisting chiefly of teas, she having on board 1350 chests of hyson-skin, 1000 half chests ditto, 300 ten catty boxes of ditto, 50 chests of hyson, 200 half chests ditto, and 250 ten catty boxes of ditto, a quantity of nankeens, etc. The vessel and the major part of the cargo belong to Messrs. Jones and Walker, of Sydney; a considerable part of the tea was consigned to Messrs. Kemp and Co. Hobart Town."

Hobart Town Gazette 26.5.27, p.5, contains the same announcement re the John Bull's cargo as in SG for 15.6.27, but stating that the vessel arrived at Hobart 22.5.27 and that Kemp and Co. are agents. Nothing about the discoveries.

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Trace O'Connell in "Lists of convicts by each ship arriving 1788-1842, with names of ships". (Indents, 1788-1842). Dixon Stack, Floor 4, Bay 1.

.....

Baydon Shipping List

1825 May 17 John Bull Colonial ^{stock} ~~ship~~ Capt. Thomas Reibey from Isle of France with sugar, wines, &c.

1824 Sept. 25 John Bull Reibey wheat, potatoes, skins, from Port Dalrymple. Sailed 1824 Nov. 13 for China.

.....

Colony of New South Wales for the year 1828

ML Q991

II

P.100. Return of Fisheries carried on in ~~Vessels~~ Vessels belonging to, or sailing from, the Colony of New South Wales, during the Year 1828.

Gives 2 voyages of John Bull and quotes tonnage as 178 and crew 26 & 25.

.....

MSA Ser. 1, X:612. Sir Thomas Brisbane to Earl Bathurst, 4.2.22. "The John Bull, Wm. Corlett Master, arrived on the 18th Decr. from Ireland, under the Superintendance of Surgeon Wm. Elyard of the Royal Navy, with Eighty female

Convicts and twenty two free women and Children in excellent health and without any deaths or complaints."

.....

Sydney Herald 4.9.37, p.2., col.6; 7.9.37, p.2, cols.5 & 6; 28.9.37, p.2, col.4: for fate of John Bull.

.....

NBS INDEX Cards

Official journal of voyage from ~~the~~ Cove of Coxk to Port Jackson in H.M. Convict ship John Bull 5.6.21-25.10.21; kept by W. Elyard, Surgeon. A2884

1822 pair of Emus sent in the John Bull to Bengal for the Marquis of Hastings. A775, p.14.

1822 arrival with 80 female convicts. GD vol.IV, no.1.

Arrival at Port Phillip Jan.21, 1840. (Immigration Papers, 12). A139

.....

Australian 12.2.30. "ARRIVED yesterday the barque John Bull, from the sperm whale fishery, we are happy to hear with a good cargo."

~~Australian 11.11.30. "SAILED yesterday the ship John Bull (whaler) for the sperm whale fishery."~~

Australian 14.5.30. "SAILED. Yesterday the barque John Bull, Barkus, for the sperm whale fishery."

Australian 21.5.28. "Arrived. Yesterday the ship John Bull (whaler), Captain Lewis. Cargo, 145 tons sperm oil, &c."

Australian 21.10.28. ~~11/11/28~~ "[Sailed 19.10.28] the barque John Bull, for the Sperm Whale Fishery."

SG 21.5.28. "Yesterday arrived, from the sperm fishery, the ship John Bull, Captain Lewis, having procured 145 tons of sperm oil. The John Bull fell in with the Topy, from London 22 months, with only 100 tons of oil. An attempt was made by the natives of the Solomon ~~Islands~~ Isles to poison the crew of this vessel, which fortunately was prevented by the information of a native of one of the adjacent Islands."

SG 18.7.28. "John Penney and James Davis, mariners, were indicted for an assault on the person of John Middleton Brown, an apprentice on board the ship John Bull on the 6th June last. Found guilty, fined 1/-."

SG 15.5.30. "Departures. For the sperm fishery, on Wednesday last, the ship

John Bull." [i.e. on 12.5.30].

SG 13.1.29. John Bull 178 tons cleared 23.8.27. Returned 21.5.28.
Out 8 months 29 days. 147 tons sperm oil and head matter.

.....

Reports of vessels arrived - 1830.

MS Customs Returns.

Barque John Bull arrived 11.2.30.

Tonnage 184. 30 men.

Master's name - Salmon. From So. Seas.

Lading 160 tons sperm oil. Passengers - nil.

.....

Sydney Gazette 13.2.30, p.2, col.5.

"The John Bull, which has been out about 12 months, has a valuable cargo of 162 tons of oil. This cargo is the property of Messrs. Jones and Walker who own the vessel."

Sydney Herald 2.7.32, p.4, col.2.

"No news from Lady Rowena as to fates of John Bull and Ann, Sydney whalers, now absent above two years from this port. It is hoped that the ships have been wrecked on some of the northern islands and the crews well-treated by the natives."

.....

- (1) Riiesenberg to Davidson, 9.11.59.

"I have a small problem in documentary research which you may be able to help me with. I am attempting to find the journals or other papers of two Sydney whalers, the Albion under Captain Evans and the Nimrod under Captain White, which are said to ~~be~~ ^{have been} at Ponape, in the Caroline Islands, in November, 1832. I also have a reference to 'the English bark Nimrod, late McColliff, of Sydney. Her master had been killed, with two of his crew, three days previous at McAskill island.' This last is also at Ponape, in November, 1833."

- (2) Forster to Riiesenberg 3.12.59.

"References from the Sydney Gazette, 1834-1835, relating to the whalers Nimrod and Albion:

The Nimrod.

1. The ship Eliza Francis reports seeing the Nimrod of Sydney, in New Zealand waters, two months out from Sydney, with 73 barrels of oil.
(Sydney Gazette, January 23, 1834, p.2, col.3.)
2. Sir Francis Freeling, whaler, Leach master, arrived from sperm fishery Sunday last [i.e. April 6, 1834] (Sydney Gazette, April 8, 1834, p. 2, col.1). She reports that Captain M'Auliffe, of Sydney, of the Nimrod, has been murdered at M'Askill's Island by natives (Sydney Gazette, April 8, 1834, p.2, col.5). [M'Askill or McAskill Island = Pingelap?].
3. Report of whalers seen by the Nimrod on her last voyage.
(Sydney Gazette, May 8, 1834, p.2, col. 5).
4. Report of the death of the captain of the Nimrod at "Magaskins", killed by natives there. The report is taken from the Nimrod's log.
(Sydney Gazette, May 8, 1834, p.2, col.6).
5. The brig Nimrod, Captain Hepburn, arrived from New Zealand on 25 November.
(Sydney Gazette, November 26, 1835, p. 2, col. 1).
6. The Nimrod reports that she sighted two vessels fishing off the North Cape of New Zealand on her last voyage.
(Sydney Gazette Nov. 26, 1835, p.2, col.1.)

The Albion.

1. The Seringapatam reports that she spoke the whaler Albion, Captain Evans, during her [the Seringapatam's] last voyage from the Marquesas, from which the Seringapatam sailed ten months earlier. (Sydney Gazette, January 28, 1834, p.2, col. 5)."

Nimrod, S.G. p. 2, col. 1, Shipping Intelligence:

Arrived from sperm fishery yesterday, barque Nimrod, Capt. Hempleman, with 520 barrels oil. Left port 4 May, 1833."

Riesenberg to Forster 10.12.59.

"I would indeed be interested in receiving any further references to the Albion and the Nimrod which you may find, or to any other ships which visited the Caroline Islands up to about 1840.

My principal interest is in the ethnology and history of these islands. I am hoping that various ships' logs and journals may provide the kind of information I seek. The reference I have to the visit of the Albion and Nimrod to Ponape (or ascension) in November, 1832, is Paul Hambruch, in the Ergebnisse der Sudsee Expedition, 1908-1910. Hambruch does not give his source, but suggests that it was these or other whalers that gave the name Ascension to the island. I have not been able to learn what ship was actually involved, or when. Charts of 1833 already had this name on them as the name of the place. Perhaps you have materials filed under the names of Ponape (Pouynipet, etc.) or Ascension which may provide the answer.

There is a further reference to the Nimrod in Publication 7 of the Marine Research Society of Salem (1925, p. 204) of November, 1833; Capt. Knight of the Salem ship Spy, at Ponape, says: "I saw a bark pass... She proved to be the English bark Nimrod, late McColliff, of Sydney. Her master had been killed, with two of his crew, three days previous at McAskill island." (McAskill, also known as Musgrave, is the modern Pingelap). He mentions that the Nimrod had taken nine white men (from what ship is not stated) off Pingelap and set them ashore at Ponape. The Spy had just picked up at Ponape a shipwrecked Irishman named James O'Connell, who had been a sailor on another Sydney whaler, the bark John Bull, Capt.

see addenda
at end, which
should follow page (3)

Barkus, which was lost near Ponape about 1827 or 1828. O'Connell's account (A residence of Eleven Years in New Holland and the Caroline Islands, Boston, 1836) states: "In or about the year 1826 I shipped in the barque ^{beam} John Bull, whaler, Capt. Barkus ... After we had (from Sydney about four months we put in at the Bay of Islands... At eight months out ... the vessel struck on a concealed reef ..." *coral* The dates of the sailing and of the foundering of the John Bull, if I can learn them, are important to me, because although the Russian, Fedor Lutke, is credited with the discovery of Ponape in January, 1828, the foregoing approximate dates suggest that O'Connell may actually have been on the island at the time."

(4) Forster to Riesenbergl, 8. 1.60.

"The gist of the references to the John Bull, contained in the Sydney Herald for September 4 (p. 2, col. 6), September 7 (p.2, col. 3) and September 28 (p. 2, col. 4), 1837, is that the John Bull, which left Sydney "seven or eight years since", and its crew, were the "victims" of some Europeans and "other savages" residing at Pleasant Island (Nawodo, Gilbert Islands ?). The Sydney Herald cites Pleasant Island as an example of a Pacific Island being used as a hideout by runaway convicts and seamen, and criticizes the Colonial Government for not taking action to police the island. The information that a number of white men were living on Pleasant Island, and were thought to have seized some whalers which had called there was brought to Sydney by the whaler Duke of York. This whaler had itself put in at the island, and had been boarded there by five stowaways - runaway seamen - who, when discovered, told what they knew of affairs on the island, including the news about the John Bull."

(5) Forster to Riesenbergl, 1.3.60.

"A reference found in an 1828 Sydney Gazette threw some more light, if that is the right phrase in the circumstances, on the John Bull question. In the Sydney Gazette of May 21, 1828, p. 2, col. 1, there is a note on the arrival of the ship John Bull, Captain Lewis, from the sperm fishery on the preceding day; the Gazette of October 22, 1828, p.2., col. 1, reports the departure on the John Bull for the sperm fishery on October 19. This is not, apparently, the same John Bull as the one

in which you are interested, which was a bark, not a ship, according to O'Connell, and which was commanded by a Captain Barkus at the time of its foundering. It could, however, be the John Bull I mentioned in my last letter to you, supposedly lost at Pleasant Island, which in 1837 was reported to have left Sydney "seven or eight years since". Unfortunately my references to this John Bull do not include any mention of the type of ship it was, nor of its commander. The problem would be solved, perhaps, by consulting the manuscript shipping lists at the Mitchell Library to see if there are two John Bulls listed in the period 1826-1828. I am not certain yet what the Mitchell's holdings are for these shipping lists, but I had intended to look at them when next in Sydney, and if I have an opportunity, will try to solve the problem then."

(6) Riesenbergr to Forster 16.3.60.

"Regarding the John Bull, I have come to suspect O'Connell's accuracy or even veracity in all respects. I have discovered at the Peabody Museum at Salem, Massachusetts, an 1852 missionary's letter which denies that O'Connell was shipwrecked as he claimed but states that he was an escaped convict from Sydney who deserted his ship - whichever ship it was - at Ponape. So it may be that the John Bull was a ship, not a bark. Also, O'Connell states that the Spy, Captain Knight, of Salem, which rescued him in November, 1833, was the first ship he saw in the five or more years he was at Ponape; yet Knight says that the Nimrod was in harbor at Ponape with him. Knight also says that the Nimrod had previously put ashore at Ponape nine white men from Pingelap (or MacAskill) where the captain of the Nimrod, McAuliffe, had been killed; but O'Connell says he and his five castaway shipmates were the only white men he saw.

If you ever come upon references to O'Connell in Australia I would be most grateful to have them. I know, of course, that your research concerns a slightly later period. According to his book he shipped as a cabin-boy in 1820 on the ship Phoenix, Captain Salmon, from Woolwich, England, to Port Jackson. O'Connell was then twelve years old. The Phoenix carried female convicts. She was condemned at Port Jackson as unseaworthy and became a convict receiving ship. O'Connell went to work as a clerk for a Mr. Charles Smith, a former convict, who was a contractor for the supply of meat to the government, and was also a horse fancier. At some time

between 1820 and 1826 O'Connell made a six months exploring trip into the interior with the government surveyor, Mr. Oxley. He at some time "belonged" to the government ship, City of Edinburgh, which transported incorrigibles to Norfolk Island. In 1822 he shipped in the Cape Packet, Captain Dillon, for a whaling voyage; she was a half-rigged brig or schooner of between one and two hundred tons and was owned by Mr. Haynes. She sank somewhere on the northern coast of Australia, and O'Connell and five Kanaka sailors, after four days in a boat, made the shore. He spent eight or nine months among the aborigines while making his way to Port Macquarie, where he was six weeks. He was then shipped to Sydney as a runaway convict, and apparently cleared ^{there} himself before embarking on the John Bull "in or about the year 1826."

(7) Forster to Riesenbergr 7.4.60.

"I have just spent another fortnight in Sydney at the Mitchell Library, reading the Sydney Gazette for 1829-30, and found a number of references to the Sydney whaler John Bull which seem to suggest that it is the whaler mentioned in my letter to you of 8 January, the crew of which was reported to have been killed on Pleasant Island, and of which, in 1837, nothing had been heard for "seven or eight years". It would appear that O'Connell's facts about the loss of the John Bull in 1827 or 1828 were astray, unless there were two John Bulls of Sydney, both whalers, and both active at about the same time, which does seem rather unlikely. Unfortunately, I was not able to go through the Mitchell Library's shipping lists as I had hoped to do, to clear up this point finally, as time was pressing.

Here are some of the Sydney Gazette items on the John Bull from 1828-30 :

1828 Wednesday, October 22, p.2, col. 1:
On Sunday last the John Bull sailed for the sperm fishery.

1829 Saturday, June 6, p.2, col. 3:
The whaler Alfred fell in with the John Bull on 5 or 6 February last.

1829 Saturday, December 12, p.2, col. 3:
 The Hind reports that the John Bull had been seen off Japan and had not done much. The mate of the John Bull was said to have died.

1830 Saturday, February 13, p. 2, col. 1:
 On Thursday last the barque John Bull arrived from the sperm fishery, commanded by Captain Salmon, with 162 tons of oil. (This is the first time I have seen the John Bull referred to as a barque in the shipping reports).

Saturday, May 15, p. 2, col. 3:
 On Wednesday last the John Bull departed ~~for~~ from the sperm fishery.

Saturday, November 13, p. 3, col. 1:
 The Clarkstone reports that the John Bull arrived at the fishing grounds off Japan about August last with 60 barrels of oil on board.

I found no references to the Caroline Islands in the 1829-30 period in the Sydney Gazette, but I shall continue to look out for them, and also for any mention of the Albion and Nimrod in that area. I shall also look out for any mention of O'Connell in Australia though, as you say, I am working more on the later period now. One thing I have noticed is that there was a Cape Packet active in whaling in the 1830s, but I could not find any reference to a ship of this name entering or leaving the port of Sydney from 1815-22 in the Sydney Gazette shipping notes. Another interesting point is that it is fairly certain that Captain Peter Dillon was commanding the brig Calder in the year 1822, although it is possible that there were two Captain Dillons in Sydney at that time."

ADDENDA

I have since checked the Sydney Herald for the period during which the Nimrod appears to have returned to Sydney in 1834 - i.e. in May of that year, as the Sydney Gazette contains no reference to the actual date of its arrival in port. These are the references found:

The barque Nimrod, in charge of the Chief Officer, arrived from the South Sea Fishery yesterday, having left Port Jackson on 4 May, 1833. She has 520 barrels of oil.
(Sydney Herald, May 8, 1834, p.2. col.1).

On 19 November [1833?] the whaler Nimrod lost her Captain (M'Auliffe). The Nimrod was off M'Askill's, one of the Caroline Islands and put off two boats' crews to obtain some produce of the island. The Captain and a Mr. Cox, a passenger from Strong's Island, went ashore. The natives treated them with great apparent friendliness, but the party had not gone far when the Captain was knocked down by a club and his body torn to pieces in the presence of six of his men. The natives, many of them now armed, having had arms concealed underground, dragged Thomas Cox into the bush and slaughtered him. The Nimrod's men killed several of the natives, but were obliged to retreat to the ship because of the accumulating numbers of natives.

The Nimrod lost three men during her voyage from scurvy; a boat-steerer was killed by a whale off Japan; another was nearly poisoned by the natives of Strong's Island, and later fell overboard and was seen no more. She fell in with bad weather, and has been obliged to return to port with only 60 tuns of oil.

The only vessels seen by the Nimrod since leaving Japan were the Lady Wellington, about a month back, with 500 barrels of oil, and the Mary of Sydney, with 450 barrels, before this.
(Sydney Gazette Herald, May 8, 1834, p.3, col.3).

The Nimrod is nearly ready for another trip to the whaling grounds. Mr. Browne, late of the firm of Kemmiss and Browne, goes in command of her.
(Sydney Herald, June 18, 1834, p.2, col.6).

The ship Nimrod, Captain Brown [sic], sailed for the Sperm fishery on Saturday last, with stores [i.e. Saturday June 28, 1834].
(Sydney Herald, June 30, 1834, p.2, col.1).

The following rather vague reference to a whaler called the Albion, no master given, was also found in a list of shipping at the Bay of Islands, New Zealand:

The Albion arrived at the Bay of Islands on April 18, 1834, with "900 bls."
(Sydney Herald, June 26, 1834, p.2, col.5).

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Notes on

ALEXANDER MACKONCHIE

✓ Eclectic Review	28	Lndon	
✓ Quarterly Review	19	Lndon	✓ 2 indexes
✓ Monthly Review	87	Lndon	
✓ Miles Register	14	Baltimore	
✓ Edinburgh Review	31	Edinburgh	✓ Index
✓ Pamphleteer	10	Lndon	
✓ Analytic Magazine	12	Philadelphia	
✓ Portfolio (Dennis's)	20	Philadelphia	

All searched for review of McKensie

Look up Mackenzie in
Peterson's Bibliographies

India Office

- (1) Memo transmitted to E.I. Co (and Board of Control?) by M'Kearnie
on 29.1.17. + Committee and Comt action and reply.
- ✓ (2) Minute of Committee of Warehouses of 7.8.12 on trade with
South Pacific Ocean.

1/2 Comt Minutes vol 120 (for numbering)

III see also if in Miscellanies, vol 51.

2/ Warehouse Committee records extract

✓ Conspectus Mercantile 42 (1814-1818)

✓ Conspectus Reports (1816-1818), v 42.

✓ Conspectus Com. Minutes 5 (1817-1818) State Arch
Comt Minutes 124A ✓ 119B 120

✓ Board of Control Letter Books 5 (1816-1820)

Miscellaneous Letters Received Vol 133 1817(1)

Miscellanies, vol 51 (1812)

✓ Hinc Misc. 824 (copy)

✓ Conspectus Com. Minutes 4 (1815-17)

Index to Conspectus Minutes 2 (1816-1819)

✓ References to Conspectus Committee 3A (1784-1817)

Index to Comt Minutes - A 3 (1811-1820)

Appendix to Comt Minutes 3 (1813-1822)

Hawaii: British Settlement in

1816

Trace letter from Macdonald dated sometime prior to 9.10.1816
urging British settlement in Hawaii.

It was communicated to the B.O.T. on 21.10.1816 and
replied to in their letter of 2.1.1817.

B.T. 3/14

✓ It is 3191 of 21.10.1816: W. G. Gillman Esq. - transmitting copy of
a letter from Capt. Macdonald with its inclosure, respecting the
advantages which would result from the Establishment of a
British Settlement on the Sandwich Islands.

Now for the answer.

Early Trade

M'Kerrie, Alexander. "Considerations on the Propriety of Establishing a Colony in one of the Sandwich Islands. Being the Substance of a Memoir submitted to the consideration of the Right Honourable the Secretary of State for War and Colonies, and the Lords Commissioners of the Admiralty." Edinburgh, Printed by Walker and Greig, 1816. 26ff. B.M. B 496, Tract 13.

The following is in M'Kerrie's handwriting, at the beginning of the B.M. copy of the tract:-

"On this subject the Honourable the Board of Trade made the following Report. 'Jan'y 7th. As such a settlement could not be obtained without incurring a very considerable expence, and as the advantages are at all events doubtful, the Committee does not think fit to recommend it'".

The proposal in its original extent being thus rejected, I applied and obtained a special permission from the Right Honble Lord Bathurst to modify it to the extent of a small East India Company's Factory, and in that shape to submit it to the consideration of the Honble the Board of Control and Court of Directors.

M'Kercher, Esq.

Pursuant to the permission I have drawn up a very short Memoir in which I have endeavored to select such parts of the subject as most directly interest the East India Company, and which Memoir I transmitted on the 29th inst. to the respective Secretaries.

A. M'Kercher

30th Jan'y 1817.

Minutes of the Committee of Correspondence, vol. 4 (25.4.15-19.3.17).

P 536. At a Committee of Correspondence held on Wednesday the 19th
March 1817.

"Draft of a Letter to Captain McKee R.N. re -
to p. 529 of the Compt -
- expedient - C. A. draft any
newness & establishing Commercial Factory in the
Sandwich Islands."

Mr. Dolynffer Clerk of Council in publishing a pamphlet on Balaclava.
28.10.1768. Here Miscellaneous Series, vol. 824, p. 165.
see also p. 296.

Miscellaneous Letters Received, vol. 133 (1817(17)), pp. 208-217.

P 208

38 Beaufort Street Pall Mall Place (?)

29th January 1817 -

Sir

I in a - - - - -
Expediency of Establishing a Commercial Factory in Sandwich
Islands, 10 Regent Street - - - - -
Comt of Directors -

I have the honor to receive

Sir

your most obedient
and very humble servant

Alexander McKenzie

Consul R.N.

James Alb. Esq.

India House

(See Correspondence Minutes 19th March 1817)

P. 929 a letter from Captain Macrorie of the Royal Navy dated the 29th instant transmitting a memoir on the expediency of establishing a Commercial Factory on the Sandwich Islands.

P. 930 Referred to the consideration of the Committee of Correspondence.

Can't find reply of committee in Cont Minutes

Miscellanies, vol 56 (1817), p 146
(354)

Alexander Macrorie Esq

ser

Cont of Directors
Memorandum accompanied & dated 29th of
Royal Navy. Commercial Factory Sandwich Islands
Cont of Directors
desire manifested
Country; - - - command & appointment
- - - expedient - - -
renewed

East India House

20th March 1817

1 am

Sir

James Cobb

Secy.

In testimony of Macintosh quote from Quarterly Review (Oct,
1816), pp. 84-5 (review of Archibald Campbell's book) on
importance of retaining interest in Hawaiian Islands.

Macintosh, Alexander. "Considerations on the Propriety of establishing
a colony in one of the Sandwich Islands ...". Reprinted in the
Hawaiian Historical Society's Annual Report No. 14 (1906).

Macrorhina, alexandrae

Mitchell Library

- (1) Captain Macrorhina's plan for the organization of the routes of Australia as a police. Albany. Port. Soc. - Extracts from Papers, Aug - Sept, 1859. 572.9
A
- (2) On the physical character and geology of Norfolk Island. Tasmanian J. of Natural Science, etc., vol. 2. 5057.
- (3) "A Summary view of the statistics and existing commerce of the principal shores of the Pacific Ocean". London, 1818
- (4) "Considerations on the propriety of establishing a colony on one of the Sandwich Islands ..." ^{reprinted} Horace West Soc., Annual Report, no. 14 (1906).