

V O Y A G E

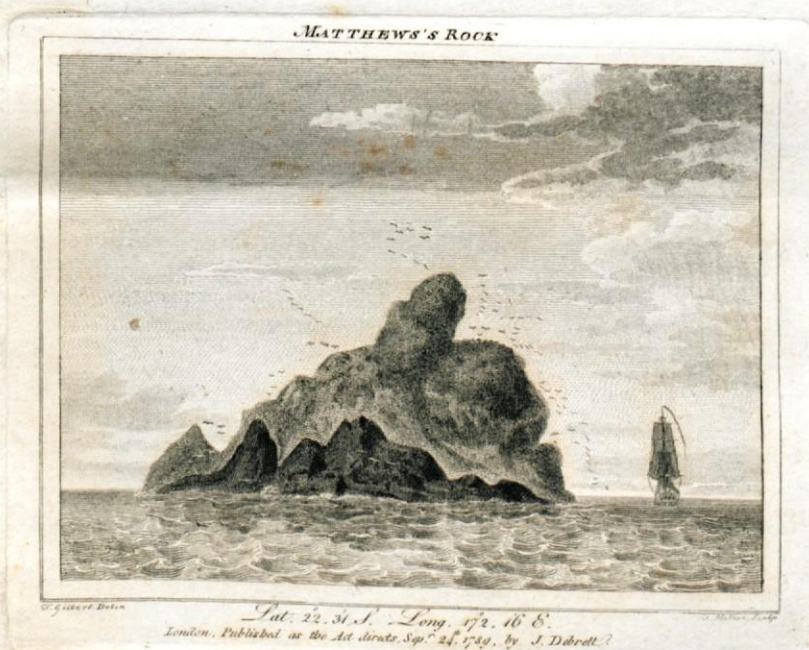
F R O M

NEW SOUTH WALES to CANTON,

IN THE YEAR 1788.

V O Y A G E
FROM
NEW SOUTH WALES to CANTON,
IN THE YEAR 1788,
WITH
VIEWS OF THE ISLANDS
DISCOVERED.

BY *THOMAS GILBERT*, ESQ.
COMMANDER OF THE CHARLOTTE.



L O N D O N:
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M.DCC.LXXXIX.

INTRODUCTION.

PUBLICATIONS of Voyages are now so frequent and numerous, that any addition to them appears intrusive, and might almost be considered as unnecessary: but as the following Voyage was made through a track many degrees more to the eastward than was pursued by any of the circumnavigators, on their return to Europe, by way of the Indian seas; as, during it, several islands, hitherto unknown,

a

were

were fallen in with; and as it may become, in time, an established passage between our new settlements in that part of the world, and the eastern coast of Asia; I trust I shall stand excused for thus laying the particulars of it before the public. Indeed, when the knowledge of any circumstances have been obtained that may tend to improve navigation, it becomes the duty of the discoverer to make them known, for the general benefit.

Neither emolument nor fame being my motive for engaging in the undertaking; and utility, rather than amusement, my view; I shall do little more than give a plain, journalized narrative of the occurrences which happened during the passage, without seeking for those

those literary embellishments which are usually procured upon such occasions. My attention has principally been confined to the task of rendering it as useful as possible to those who may hereafter make the same voyage; and, in order to accomplish this point, no remark that could be given, for the information of the mariner, has been omitted; the latitude and longitude of each day are regularly inserted; and the winds and the weather particularly specified, that it might be judged how far the route I pursued is eligible for future navigators, or whether other seasons than that in which I happened to commence my voyage, may be more favourable for it. The manœuvres of the sails, and the damages, to avoid prolixity, have not been men-

tioned but upon particular occasions. It may be necessary to observe, that the extracts from the log-book are noted according to the nautical day.

When it is considered that the vessel I commanded was a merchant-ship, not fitted out from any view of making discoveries, and totally unsupplied with requisites for that purpose, I flatter myself it will not be expected that my observations should be as copious as if I had been equipped for a voyage of such a nature. To this may be added the difficulties I had to encounter, in a passage through a track never before explored; difficulties apparently the more insurmountable, because the sickly state of the crew scarcely permitted me to indulge the hope
of

INTRODUCTION.

of being able ever to gain the coast of China. Thus circumstanced, the mind could only have been slightly engaged upon any enquiries which did not immediately tend to the consummation of the grand objects, the preservation of life, and the completion of the voyage. But during a second voyage, which I am about to make, in the same employ, having been appointed to the command of the Neptune East-Indiaman, similar embarrassments may not arise; my attention will, consequently, be less diverted from extending my observations, and my future communications, should the reception of these encourage them, may prove more extensively beneficial.

Such remarks as I was able to make, are
3 given

given with all possible perspicuity and correctness; in particular I can vouch for the exactness of the bearings and appearance of the islands I had the happiness to discover; views of which, taken by myself, are annexed to the work, for the clearer elucidation of those descriptions. And I shall esteem myself amply repaid for entering on an undertaking, to which the preceding circumstances have, in some degree, rendered me inadequate, if they prove serviceable to future navigators.

It may be necessary, for the information of some of my readers, to mention, that the Charlotte, under my command, and the Scarborough, Captain Marshall, before we left England, had been chartered by the Honourable the East-India

India Company, to proceed from New South Wales (after having landed the convicts and marines) to Canton, in order to bring home a cargo of Tea, on their account. In consequence of which we took our departure from Sydney Cove, in Port Jackson, New South Wales, for that place, on the sixth of May, 1788, on which day the following Journal commences.

The circumstances relative to the passage of the fleet under Commodore Phillip, from England to New South Wales, being minutely detailed in Mr. White's Journal of a Voyage to that place, illustrated with accurate engravings of the various natural productions of the new colony, a repetition of them here will be unnecessary. All, therefore, that I shall have to state concerning

concerning it is, that we touched at Teneriffe, at Rio de Janeiro, and the Cape of Good Hope, and proceeded from the last mentioned place directly to Botany Bay ; during which we had as good weather as could be expected, considering the immense tract of sea we had to run over, till we came off the south cape of New Holland, when we had hard gales, with squally, unsettled weather. Soon after we had left the Cape of Good Hope, the commodore, in order to expedite the undertaking, parted from the fleet, and proceeded towards the place of his destination, in the Supply, which was the fastest sailing vessel in the squadron. He was followed by Lieutenant Shortland, with such transports and victuallers as were best able to keep

keep up with him, leaving his Majesty's ship the Sirius to take care of the remainder; but, notwithstanding the disproportion of sailing between the three divisions, we arrived at Botany Bay within twenty-four hours of each other. I had on board my ship upwards of one hundred and thirty convicts, male and female: many of the former were fellows of a most abandoned and desperate character, and only to be kept in order by the constant exertions of the marine officers and myself.

For the foregoing reason I shall not enter upon any account of the new settlement, my design being to confine myself to such particulars, as, from their not having been made known by any other person, have *novelty*, and I hope utility, to

recommend them. It may not, however, be improper to observe, that though the country about Botany Bay did not by any means answer the sanguine expectations which had been formed of it, I am fully persuaded, as so very material an alteration for the better has been found in the soil and productions at Port Jackson, which lies but a little to the northward of Botany Bay, the intended place of settlement, that still farther northward, or nearer to the line, every convenience necessary for the colony may, with due cultivation, be, in time, procured.

THOMAS GILBERT,

LONDON,

Nov. 28, 1789

COMMANDER of the CHARLOTTE.

V O Y A G E
FROM
NEW SOUTH WALES to CANTON,
IN THE YEAR 1788,
IN THE CHARLOTTE,
THOMAS GILBERT, COMMANDER.

HAVING whilst we remained at Port Jackson made such repairs as the ship required, or at least such as circumstances admitted of, I took leave of Governor Phillip and his officers, and went on board to prepare for sailing. And here let me embrace the opportunity which now presents itself of acknowledging the just sense I entertain of the civilities I received from those gentlemen; among whom I would particularly notice that valuable officer Captain Hunter; and at the same time thus publicly express the most favourable sentiments of the prudence, attention, and judgment, with which the commodore conducted an expedition of such a nature, to a

1788.

Tuesday,
May 6.

1788. part of the world so little known. Every needful preparation
 May. being made, at eight o'clock A. M. we unmoored, and at a
 eleven, weighing, stood down the harbour with little wind,
 and that variable. During the day we had light breezes, with
 frequent showers of rain. According to astronomical observa-
 tion taken by Mr. Dawes of the *Sirius*, on the point the north
 side of Sydney Cove, Port Jackson lies in latitude $33^{\circ} 52' S.$
 longitude $151^{\circ} 16' E.$ the south head which forms the
 harbour's mouth $33^{\circ} 52' S.$ the north head $33^{\circ} 50' S.$

Wednesday, 7th. Weather the same, wind N. E. At two
 in the afternoon came to, with the best bower anchor, in
 twelve fathoms' water, within two cables length of a small
 island about five miles below his Majesty's ship *Sirius*. As
 soon as we had moored, Lieutenant Bradley of that ship came
 on board, to enquire if any men had taken the opportunity
 of our sailing to desert. Before I left England I had entered
 into the usual obligation, binding myself in the forfeiture
 of a very considerable sum, not to suffer any of the convicts
 under my charge to escape, nor to bring any away with me;
 it cannot therefore be supposed that, with such a risk, I
 should permit any of them to come on board; and being
 equally conscious of not having given any room for such a
 suspicion

suspicion with regard to the seamen, I immediately assembled the officers of the ship, who joined with me in declaring that we knew of none; and in order to remove all doubt, I requested that a thorough search might be made. This was done; and the lieutenant, not being able to find any, departed. At eleven he returned, accompanied by three petty officers, and made another search, but with no better success. In the morning I sent the yawl a fishing with the seine; which came back without having taken any fish. We then weighed, and made sail, with very little wind, and the weather thick and hazy. By the assistance of the yawl, towing ahead, endeavoured to work down to the entrance of the harbour.

1788.

May.

Thursday, 8th. Light breezes and hazy, wind variable, during the fore part of the day; the latter part moderate and clear, wind W. by S. At half past one in the afternoon came to an anchor in thirteen fathom water, about a mile and half from the north shore. At three in the afternoon I went in the yawl to examine the entrance of the harbour, and to found round the rock lying in the middle of the passage up the harbour. The people employed in fishing; the small boat sent on shore for sand. At six in the morning hoisted in the boats, in consequence of a heavy swell, and secured them,

1788. together with the anchors, &c. &c. for sea. About half
May. an hour after weighed, and stood out of the harbour with
a moderate breeze from the westward. At half past seven,
with some difficulty cleared the north and south heads of
the harbour. I now launched into the Pacific Ocean, with
an extensive space of sea before me, through which, as the
track I was to pursue had never been explored, there was
no chart to guide me, and with the dangers of which I was
entirely unacquainted. Whether I should be able to procure
any of those refreshments such a passage may render needful,
or what obstructions might arise to impede my progress, was
equally a matter of uncertainty. The attempt, in a ship of
so small a size, and with a crew not exceeding thirty in
number, several of whom were boys, carried with it a
discouragement unknown to navigators whose purpose it is to
explore new regions, and who are properly prepared for it.
At eight the north head of Port Jackson bore W. by S. four
or five miles. At noon the north head bore W. S. W. seven
or eight leagues; the weather moderate and fair. Stood to
the north-east in search of an island named Lord Howe's
Island, discovered by Lieutenant Ball, commander of his
Majesty's brig Supply, on his passage from Norfolk Island,
where

where a settlement had been made under the direction of Mr. King, second officer of the *Sirius*. I had heard so very flattering an account of this island and its produce, that I was determined to search strictly for it, although I had only received a hint of its situation. Latitude at noon by observation $33^{\circ} 51' S.$ longitude $151^{\circ} 52' E.$

1788.

May.

Friday, 9th. The first part of the day light airs and clear weather, wind W. S. W. the middle and latter parts cloudy with rain, wind the same. The men were employed in securing every thing for sea. At half past five in the afternoon, the extremes of the land bore from S. W. by S. to N. W. fifteen or sixteen leagues distant; and soon after we lost sight of New Holland. Latitude observed $33^{\circ} 18' S.$ longitude $153^{\circ} 51' E.$

Saturday, 10th. The first part light airs and cloudy, wind S. W. by W. the latter part inclinable to calm, wind E. N. E. At half past eight in the morning we were taken aback. Latitude observed $32^{\circ} 42' S.$ longitude $154^{\circ} 54' E.$

Sunday, 11th. First part light airs and cloudy, wind N. N. E. latter part very squally and unsettled weather, wind N. by W. At two in the afternoon we saw a strange sail in the south-west quarter standing to the northward, which I took

1788. to be his Majesty's brig Supply, that vessel having failed from
May. Port Jackson about the time we did. Upon my showing
colours, they were answered, and, as I had conjectured, she
proved to be the Supply. No observation. Latitude by account
32° 16' S. longitude 156° 04' E.

Monday, 12th. Squally unsettled weather, with very heavy
rain, wind N. by W.; towards the latter part of the day
moderate breezes and clear, wind S. by W. At daylight we
saw the Supply bearing S. W. $\frac{1}{2}$ W. distant about half a mile.
At five in the afternoon the brig was still in sight to the
leeward. Apprehending from some conversation I had with
the governor, when I took leave of him, that Captain Ball
had directions to prevent my landing on this newly-discovered
land of promise (for in that light was Lord Howe's Island
considered at Port Jackson), as soon as it was dark I hauled to
the northward, in order to avoid the brig; and at the same
time to get into the latitude in which I had reason to suppose
the island I was in search of lay.

The situation of my ship's company rendering it necessary
that I should, if possible, procure a supply of fresh provisions
and vegetables, as the scurvy had begun to make a
rapid progress amongst them, I was determined to endeavour

to

to surmount every difficulty, and to land upon the island, whatever obstructions might be thrown in my way. During our stay at Port Jackson, we hauled the seine for fish as often as possible, but we found, that though this kind of food might palliate, in some degree, the violence of the scurvy, it did not prove an effectual remedy; and I believe that it is now admitted, beyond dispute, that eating of fish will not altogether eradicate that disorder. At day-break I was not a little surprised to find the brig close under my weather quarter. At seven she bore up, and stood E. N. E. From these manœuvres I conjectured that Captain Ball did not chuse to keep us company, lest it should be supposed that he conducted us to the island; I therefore kept on my course without regarding him. Latitude observed $31^{\circ} 33'$ S. longitude $156^{\circ} 46'$ E.

1788.

May.

Tuesday, 13th. First part light airs and cloudy weather, wind S. by E. afterwards clear and inclinable to calm, wind N. E. At nine P. M. wore ship to the eastward. At noon we found by observation that a current had set us more than twenty miles to the northward. Latitude observed $31^{\circ} 3'$ S. longitude $157^{\circ} 16'$ E.

Wednesday, 14th. First part light breezes and hazy, wind variable. At six wore ship to the eastward, and shortened sail.

Steady

1788. May. Steady breezes and clear, wind N. During the night lightning with rain. At midnight reefed the top-sails and brought to, supposing ourselves not far from the land. At day break bore up and made sail. Moderate and cloudy. Up top-gallant-yards. Latitude observed $31^{\circ} 08' S.$ longitude $158^{\circ} 05' E.$

Thursday, 15th. The first part of the day light airs and clear, wind N. N. W. the middle part hazy, wind W. S. W. the latter part squally, with flying showers, wind S. by W. At two in the afternoon we saw land bearing E. S. E. about seventeen or eighteen leagues distant, which proved to be the island we were in search of, named Lord Howe's Island. At four a very heavy squall; in top-gallant-sails, and lowered the top-sails. During the night squally. At six the next morning saw the land bearing east twelve or thirteen leagues distant. At noon a very high pyramid appeared to rise gradually out of the water. The extremes of the island then bore from E. by N. to N. E. by E. the pyramid E. $\frac{1}{2}$ S. distant seven or eight miles. Latitude observed $31^{\circ} 39' S.$ longitude $159^{\circ} 12' E.$

Friday, 16th. Fresh breezes and squally, wind S. W. by S. middle and latter parts light airs and hazy, wind S. by W. Standing in for the island with a press of sail, at one P. M.

1788.

May.

P. M. saw two strange sail close under the shore. We were now in a large bay, but found it impossible to anchor with safety, in consequence of a heavy sea rolling in from the S. S. W. I therefore hauled out, determined to stand off and on till the weather was more moderate. At three wore ship to the north-west, in order to join the ships we had seen. At four the extremes of the island were from N. E. $\frac{1}{2}$ E. to S. E. $\frac{1}{4}$ E. off shore four miles. At five joined the two strange sail, which I found to be the Supply, and the Lady Penrhyn, Captain Severs, the latter of whom had left Port Jackson some days before us, bound also to China, but by a different track. Captain Ball soon after sent for me to come on board, when he acquainted me that he had anchored in the bay, but had been obliged, the preceding evening, to slip his cables, and work out; the sea rolling too heavily for him to ride there. He further informed me, that the island afforded plenty of fine turtle, fowls, fish, cocoa nuts, and cabbages. This I heard with great pleasure, as I stood so much in need of such refreshments for the recovery of my people; and resolving to land the next day, if possible, I returned on board, and made short tacks off and on, during the night. At ten P. M. tacked ship in company with the Supply and Lady Penrhyn, and stood in shore.

1788.

May.

At day-break, being close in with the land, hoisted out the yawl and jolly boat, and landed in a fine sandy bay. The passage between the reefs which shelter the beach, I found to be somewhat intricate. On landing, a very agreeable scene presented itself. At the head of the bay grew a fine long grass, and the whole island appeared to be covered with trees, among which the mangrove, palm, and cocoa nut were conspicuous, besides many kinds I was wholly unacquainted with. There was a very thick underwood, consisting chiefly of a vine resembling what is called rattan, which crept along the ground, and greatly impeded us when in pursuit of the birds. The surface of the centre of the island was composed of sea sand intermixed with marine shells, though all the exterior parts were covered with wood. From the casual view I had of the island, it seemed to be about fifteen or sixteen miles long. Great numbers of gannets, very large and fat, were walking with less fear and concern than geese in a farm yard; and they were taken by hand, with much more ease. We found their nests in the long grass at the head of the beach, in each of which there were a great number of eggs, very large, and well tasted when dressed. On entering the woods I was surprised to see large fat pigeons, of the same plumage and

1788.

May.

make as those in Europe, sitting on low bushes, and so insensible to fear, as to be knocked down with little trouble. Partridges likewise, in great plenty, ran along the ground, very fat, and exceedingly well tasted. Several of those I knocked down, and their legs being broken, I placed them near me as I sat under a tree. The pain they suffered caused them to make a doleful cry, which brought five or six dozen of the same kind to them, and by that means I was able to take nearly the whole of them. I might not otherwise have procured so many; for, although they were by no means shy, yet they ran very fast when chased. No traces whatever of any human being were to be observed in this island, except those made by the people of the Supply when they were here before. They had then carried away a great number of birds of different sorts, and as many turtle as they could stow; most of which were landed at Port Jackson for the use of the settlement.

Among the different kinds of birds we met with, there was one about the size of a large barn-door fowl, quite white, with long yellow legs, and a remarkably strong red beak. I caught six of them, by running them down among the low bushes. The cocks were very beautiful,

1788. ^{May.} their white feathers being tinged with azure blue. I saw likewise several birds that were not unlike peacocks, but caught none. At noon I returned to the beach, to go on board, when I found that the boat's crew had not been idle; as they had collected cocoa nuts, cabbages, birds, &c. and had also caught a great quantity of fish, by heaving a hook and line off the beach, baited with the flesh of gannet. At one I put off and got on board. At noon the extremes of the island bore from N. E. by N. to S. E. $\frac{1}{2}$ S. Latitude observed $31^{\circ} 32'$ S. three miles W. by S. of the anchoring place.

Saturday, 17th. Light airs and cloudy first part, wind S. by E. afterwards moderate, with rain, wind S. S. W. At four in the afternoon the yawl came on board loaded with a variety of fowls of different species; and I sent her off again at six, in order that the chief mate and crew might remain on shore all night to turn turtles. At seven the next morning I made a signal for the boat to return. During our stay here we stood off and on. At ten we saw a strange sail in the S. W. quarter, standing in for the land. Supposing it to be the Scarborough, I made the private signal that had been agreed upon between Captain Marshall and myself before we left Port Jackson, which

which she answered. At noon the extremes of the island bore from E. to S. E. by E. three miles off shore. Latitude observed 31° 29' S.

1788.

May.

Sunday, 18th. First part moderate breezes and cloudy, wind S. W.; afterwards squally, wind the same. Standing off and on. At two in the afternoon the yawl returned, but had not turned a single turtle during the night; the roughness of the weather having, as we supposed, prevented them from going on shore as usual; the boat, however, was deeply laden with birds, cocoa nuts, cabbages, eggs, &c. which proved a seasonable supply to us. At three sent a boat to the Scarborough with fish, fowls, cocoa nuts, &c. Soon after Captain Marshall came on board. It had been agreed between us, while we lay at Port Jackson, to keep company during the passage to Canton; but from some mistake on his side, he put to sea from the harbour's mouth, the day I hauled out of Sydney Cove. For a great part of the time since, he had been driven about by contrary winds and currents, and had lost his fore-top-sail-yard. At two A. M. squally. At half past six wore, and stood in shore. When day light broke we found the Lady Penrhyn gone. The Scarborough still in company. The bad weather continuing, and there appearing no probability

1788.

May.

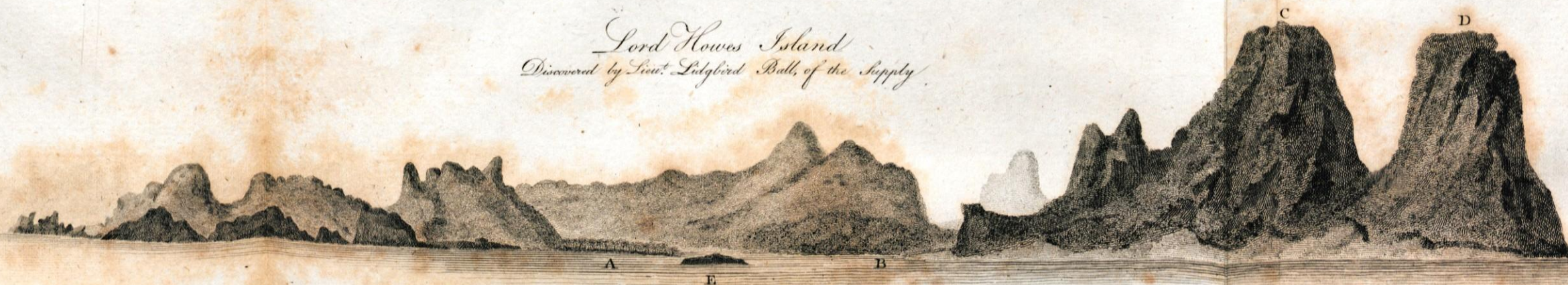
bility of its getting better, I came to the resolution of leaving the island; and signified my intention of so doing to Captain Marshall, who coincided with me. I therefore, at nine o'clock A. M. took leave of Captain Ball, who is a good and active officer, and made sail, the Scarborough accompanying me. At noon the south-west end of the island bore S. S. E. the northernmost rock of ditto E. $\frac{1}{4}$ S. distant off shore three or four miles. Latitude observed $31^{\circ} 29' S.$

Monday, 19th. First part fresh breezes and cloudy, wind S. S. W. afterwards clear, wind S. W. by W. At one P. M. the northernmost rock bore S. E. by S. distant three miles. At two, point King bore S. W.; the body of the island, from which I take my departure, S. S. W. distant six or seven miles. I make this island to lie in the latitude $31^{\circ} 34' S.$ longitude $159^{\circ} 03' E.$ [See Plate N° 1.] I left his Majesty's brig the Supply lying-to off the island. At ten in the morning Mr. Caird, my chief mate, to my great surprise, informed me of there being two strange people in the ship. I sent for them, and found them to be a man and a boy who had deserted from the Sirius. As they came on board and were secreted in the ship, unknown to me and to my officers, and it being entirely out of my power to put back and deliver them up, I protested against their

Islands.

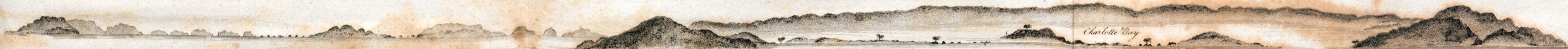
Discovered by Tho.^d Gilbert Com.^r of the Charlotte from Botany Bay, New South Wales to China, in the Year 1788.

Lord Howes Island
Discovered by Lieut. Dalglish Ball, of the Supply.



Marlars Islands

Mathews's Island



Point William

Lat. in $1^{\circ} 42' N.$ Long. in $175^{\circ} 01' E.$

Point Charlotte

W. by N. 3 or 4 Leagues



W. by N. 1 Mile



The Charlotte & Scarborough came through this Passage

W. by N. 3 or 4 Leagues

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their conduct, and the consequences that might result from their desertion, and resolved to make an affidavit of the truth of this assertion the first opportunity that offered for so doing. Latitude observed $30^{\circ} 43'$ S. longitude $160^{\circ} 49'$ E.

1788.

May.

Tuesday, 20th. First part fresh breezes and clear weather, wind S. W. by S. The Scarborough in company. About nine P. M. it being squally, with showers of rain, we carried away the larboard fore-top-sail sheet. Latitude observed $29^{\circ} 43'$ S. longitude $163^{\circ} 11'$ E.

Wednesday, 21st. The first and middle parts fresh breezes and clear, afterwards squally, wind S. S. W. At two P. M. made the signal to alter the course, and to speak the Scarborough. Latitude observed $29^{\circ} 13'$ S. longitude $165^{\circ} 44'$ E.

Thursday, 22d. Fresh gales and heavy squalls, with flying showers of rain, wind S. S. W. latter part fresh breezes and cloudy, with a very high sea, wind S. At midnight squally, shortened sail; at day-break made sail. At eight in the morning we saw Norfolk Island bearing E. $\frac{1}{2}$ S. eight or nine leagues distant. I intended to have landed on this island if the weather had permitted, in order to cut spars for masts and yards, that being an article for which I should have found a good market in China. Lieutenant King,
late

1788. ^{May.} late of his Majesty's ship the *Sirius*, as already observed, is endeavouring to establish a settlement on it, but the difficulty of landing will be a great abatement to the advantages expected from the discovery and establishment of it. Captain Ball who carried him, and his people, chiefly convicts, from Port Jackson, experienced great difficulty in going ashore, owing to the tremendous surf on all sides of the island, by the violence of which he had his boats stove: fortunately however he lost only one man.

This island I judge to be about fourteen or fifteen miles in circumference. The appearance of it is very beautiful, and the fir trees upon it are remarkably thick and high. These were all the observations I was able to make relative to it; but while I was at New South Wales, I heard the productions of it spoken highly of by the commander of the brig that returned; in particular, he said there were fir trees on it fit for masts for the largest ship in his Majesty's navy. Being thus deterred by the difficulty of landing from attempting it, in such weather, we proceeded on our voyage; and at noon the body of the island bore E. by S. $\frac{1}{4}$ S. six or seven leagues distant. Latitude observed $29^{\circ} 2'$ S. longitude $167^{\circ} 50'$ E.

Friday, 23d. First part fresh breezes and cloudy, wind

S. E. by E. latter part moderate and clear, wind S. E. by S. At one P. M. founded in twenty-five fathoms hard sand. About five or six miles north-west of Norfolk Island, spoke the Scarborough, and proposed to Captain Marshall to steer N. E. by N. At four o'clock Norfolk Island bore S. $\frac{1}{2}$ E. five or six leagues distant. Latitude observed $27^{\circ} 37'$ longitude $169^{\circ} 20' E.$

1788.

May.

Saturday, 24th. The first part of the day fresh and cloudy, wind S. E. by E. the latter part moderate and clear, wind the same. At noon saw a remarkable large white bird that soared to a considerable height. The Scarborough in company. Latitude observed $26^{\circ} 19' S.$ longitude $170^{\circ} 18' E.$

Sunday, 25th. The first part moderate and clear, the latter, fresh breezes with flying squalls, and cloudy, wind S. E. by E. The Scarborough making the signal to speak us, we bore down to receive her boat on board; and at half past one P. M. made sail. At five founded; no ground with seventy fathom line. We this day saw a gannet. Latitude observed $24^{\circ} 41' S.$ longitude $171^{\circ} 02' E.$

Monday, 26th. First and latter parts fresh breezes, with occasional squalls, and a heavy sea; middle part moderate and clear, wind E. S. E. Spoke the Scarborough. Variation

1788.

May.

per Azimuth, at four P. M. $11^{\circ} 23'$ E. Saw a gannet and several other birds; from which supposed we were not far from some unknown land, therefore kept a good look-out during the night. Latitude observed $22^{\circ} 53'$ S. longitude $171^{\circ} 56'$ E.

Tuesday, 27th. Fresh breezes, with dark cloudy weather, wind E. S. E.; middle part clear, wind E. At one P. M. after a squall, the weather clearing up, we saw land bearing N. N. E. $\frac{1}{2}$ E. nine or ten leagues distant. At three it bore N. E. distant three leagues; when we could discern that it was a small island or rock. At six it bore E. and was four or five miles distant. It appeared like a high rock rising out of the water, as represented in the Vignette; and seemed to be about five or six miles in circumference. The top of it appeared to be fertile; and I thought I saw something on it which had the resemblance of an animal feeding. It was surrounded on all sides with a great variety of birds. At seven wore ship to the southward, and made short tacks off and on, intending to land in the morning, in order to take possession of it, and to procure refreshments, which we stood much in need of: but finding at day-light that the current had set us considerably to leeward, and the sea running very high, I did not think it prudent to get a boat out. At eight

1788.

May.

in the morning it bore S. E. $\frac{1}{4}$ S. three or four miles distant. The Scarborough being considerably to the leeward, at nine I bore up to her, and made sail. As this rock has no place in any charts, and I have every reason to suppose it had never been seen before, I named it Matthews's rock, after the owner of the Charlotte. It lies in latitude $22^{\circ} 31'$ S. longitude $172^{\circ} 16'$ E. At noon it bore S. by W. nine or ten leagues. Latitude observed $22^{\circ} 5'$ S. longitude $172^{\circ} 10'$ E.

Wednesday, 28th. First part fresh breezes, and clear; latter part, dark and gloomy, with rain and squalls, wind E. S. E. At seven in the evening carried away the fore-top-sail tye, and at ten the larboard main-top-sail sheet. At eight the next morning the Scarborough was three miles to leeward. Many birds round the ship. At noon the Scarborough in company. Latitude observed $20^{\circ} 36'$ S. longitude $172^{\circ} 17'$ East.

Thursday, 29th. Moderate breezes and cloudy, with rain, wind E. during the first part; afterwards fresh breezes and still cloudy, wind S. E. At four in the afternoon the Scarborough made the signal for seeing land. As we could not perceive it from the mast head I bore up and spoke her. Captain Marshall was of opinion that what he saw was land, and wished to

1788.

May.

stand off and on till the morning, if I had no objection. To this I assented; and, shortening sail, at half past seven wore ship: but, at half past six in the morning, not being able to discover any appearance of land, we gave up the idea of looking for it, and made sail. Latitude observed $19^{\circ} 43' S.$ longitude $173^{\circ} 19' E.$

Friday, 30th. Fresh breezes and cloudy, with rain, wind E. by S. during the whole day. The Scarborough in company. No observation. Latitude by account $17^{\circ} 39' S.$ longitude $174^{\circ} 13' E.$

Saturday, 31st. Fresh breezes and cloudy, with rain. At one P. M. squally, with heavy rain, wind S. E. by E. Split the main-top-gallant sail. At a quarter past one very heavy squalls, clewed all up, reefed and handed the top-fails and main-sail; at five thick hazy weather, with heavy rain. At half past five, fired a gun as a signal to the Scarborough. At six, more moderate and clear; spoke the Scarborough, and mentioned to Captain Marshall that I intended to steer due north, and run under an easy sail during the night. At half past eight set the fore-sail, and shewed a light. From twelve to four A. M. fresh gales, with flying squalls from the S. E. At day-light the Scarborough in company.

At ten made the signal to speak her. At noon fresh breezes and cloudy, wind S. E. Latitude observed $15^{\circ} 30' S.$ longitude $174^{\circ} 26' E.$

1788.

June.

Sunday, June 1st. First part fresh breezes and cloudy, wind E. S. E. afterwards more moderate, but very dark and gloomy, wind N. E. At three in the afternoon sent the jolly boat on board the Scarborough; at five in jolly boat, and made sail. Soon after, the Scarborough made the signal for seeing land. We answered his signal, but could see nothing of it from the mast head. No observation. Latitude by account $14^{\circ} 12' S.$ longitude $174^{\circ} 26'$

Monday, 2d. Light airs, and thick hazy weather, with rain, wind variable, from N. E. to N. W. by N. In the afternoon had a large flock of birds round the ship; and struck a porpoise, which we got on board. At six passed a large bamboo, upwards of thirty feet long. At eight showed a light to the Scarborough, and went ahead. During the night squally, with rain. Latitude observed $13^{\circ} 30' S.$ longitude $174^{\circ} 32' E.$

Tuesday, 3d. Light breezes and cloudy, with rain, wind from N. W. to W. by N. Shifted the fore-sail and mizen-top-sail. Latitude observed $12^{\circ} 30' S.$ longitude $174^{\circ} 50' E.$

Wednesday, 4th. First part frequent squalls, with heavy rain,

1788. rain, wind W. to S. S. W. latter part, light airs and clear. In
June. the afternoon saw a large flock of birds, and had several shoals
of fish round us; from which I conjectured that we were not
far from some unknown land. At noon, saw several gannets
about the ship. Kept a good look-out. Latitude observed
11° 50' S. longitude 174° 50' E.

Thursday, 5th. At half past noon, observing the water
to be discoloured, I immediately sounded, and to my very
great surprise found but seventeen fathoms. Soon after,
could see the rocks under the ship's bottom. I immediately
hailed the Scarborough, to warn Captain Marshall of his
being in shoal water. By heaving the lead briskly, I found
that we shoaled our water from seventeen to fourteen fathom
in about twenty minutes. I then wore, and stood off. As
we ran on, hoisted out the boat, and sent her ahead to
sound. Seeing the water break, as I supposed, in several
places, I ordered the boat to sound there; they had no
ground thirty fathoms. Running off, E. N. E. we gra-
dually deepened the water to twenty-nine fathom; then
no ground at sixty fathom. I now concluded we were
clear of the bank; upon which, after sending the jolly boat
on board the Scarborough, I bore up, and stood N. N. E.

as

VOYAGE TO CANTON.

23

1788.

June.

As I have every reason to believe we were the first discoverers of this bank, it not being to be found in any chart whatever, I have named it Charlotte's Bank. During the middle part of the day we had light breezes and hazy, wind N. E. by E. towards the latter part moderate and fair, wind N. E. About seven in the morning saw a gannet. Latitude observed $11^{\circ} 51' S.$ longitude $175^{\circ} 22' E.$

Soundings on Charlotte's Bank from half past noon to five P. M.

$\frac{1}{2}$ P. M.	* 17	3 P. M.	* 17
	* 16		† 20
1 P. M.	* 16	4 P. M.	† 22
	* 15		† 23
	* 14		† 24
2 P. M.	* 16	5 P. M.	† 26
	* 16		† 28
3 P. M.	* 17		† 29
	* 17		

* Rocky bottom with coral.

† Broken shells and small stones.

Friday,

1788.

June.

Friday, 6th. Light airs and clear, wind from N. E. to E. by S. At day-light the Scarborough was not in sight; at six saw her in the south-west quarter, and bore down to her; at noon spoke her. Latitude observed $11^{\circ} 03' S.$ longitude $175^{\circ} 18, E.$

Saturday, 7th. First part fresh breezes and cloudy, wind E. middle part moderate and clear; latter part squally, with rain. At three in the afternoon struck some bonitoes. At four variation per Azimuth $10^{\circ} 58' East.$ At ten shortened sail for the Scarborough. Latitude observed $9^{\circ} 13' S.$ longitude $175^{\circ} 41' E.$

Sunday, 8th. First part moderate breezes and hazy, wind E. N. E. middle part squally, with heavy rain, afterwards light airs and fair, wind N. Variation per Azimuth, at seven A. M. $11^{\circ} 30' E.$ Several birds round the ship. Latitude by double altitudes $8^{\circ} 26' S.$ longitude $175^{\circ} 36' E.$

Monday, 9th. Fresh breezes and squally, with dark cloudy weather, and heavy rain, wind E. S. E. during the first part; afterwards, light airs, but hot and sultry, wind S. S. E. At two in the afternoon split the fore-top-gallant-sail. At eleven A. M. sounded one hundred and sixty fathoms; no ground. Latitude observed $8^{\circ} 00' S.$ Latitude by double altitude $8^{\circ} 02' \frac{1}{2} S.$ longitude $175^{\circ} 44' E.$

Tuesday,

Tuesday, 10th. Light airs and clear, wind S. S. W. 1788.
 afterwards W. At seven A. M. variation per azimuth $11^{\circ} 30'$ June.
 East. At eleven we struck a porpoise, and got it on board,
 in order to make oil for the lamp. Latitude observed $7^{\circ} 12' S.$
 longitude by lunar observation $174^{\circ} 25' E.$

Wednesday, 11th. First part moderate breezes, with rain,
 wind W. S. W. afterwards fair, wind N. W. At five in
 the afternoon made the signal to the Scarborough, to inform
 them that the longitude, by lunar observation the preceding
 noon, was $174^{\circ} 30' E.$ Latitude observed $6^{\circ} 08' S.$ longitude
 by lunar observation $174^{\circ} 56' E.$

Thursday, 12th. Light breezes and clear weather, but
 sultry, wind N. W. At four in the afternoon saw a man
 of war bird. Many porpoises and bonitoes were round the
 ship. At twelve at night we were taken aback. Variation
 per azimuth at eight A.M. $11^{\circ} 04' E.$ In the forenoon light
 airs and inclinable to calm. Latitude observed $5^{\circ} 44' S.$; by
 double altitudes $5^{\circ} 43' S.$; longitude by lunar observation
 $175^{\circ} 32' E.$

Friday, 13th. Hot and sultry, with calms, wind S. E.
 At eight in the morning the Scarborough brought to, and
 Captain Marshall sent his boat on board. Latitude observed
 $5^{\circ} 34' S.$ longitude by lunar observation $175^{\circ} 50' E.$

1788. *Saturday*, 14th. Light airs and clear for the first part; A.M. light breezes with rain, and after that fair; wind E. N. E. Latitude observed $4^{\circ} 43'$ S. longitude by lunar observation $175^{\circ} 55'$ E.

June.

Sunday, 15th. First and middle parts light breezes and squally, with rain; afterwards clear, wind from E. to E. by N. Latitude observed $3^{\circ} 28'$ S. longitude by lunar observation $175^{\circ} 45'$ E.

Monday, 16th. Cloudy, with squalls and rain, wind N. E. At eleven P. M. a sudden squall, attended with lightning and rain, split the fore-top-mast studding-sail to pieces. Latitude observed $2^{\circ} 38'$ S.; by double altitude $2^{\circ} 39'$. longitude by lunar observation $175^{\circ} 40'$ E.

Tuesday, 17th. First part moderate and cloudy; about four P. M. squally, with rain, afterwards moderate and clear, with some flying showers, wind E. Saw several gannets, and other indications of land. Kept a good look-out. Latitude observed $1^{\circ} 13'$ S. longitude by lunar observation $175^{\circ} 54'$ E.

Wednesday, 18th. Wind and weather variable; at times moderate and squally, with rain, wind from E. by N. to N. E. by N. At one A. M. it being squally, with heavy rain, shortened sail. The watch on deck agreed with me
that

1788.

June.

that we smelt land. At six in the morning the Scarborough made the signal for seeing land. We at the same time saw it, bearing N. $\frac{1}{2}$ W. At half past six made the signal for seeing land bearing N. N. W.; and again at eight, for seeing it N. W. by N. Sounded with forty fathoms; no ground. At ten were close up with three low islands, that appeared to be woody. The cocoa nut and palm trees were very conspicuous. At noon the southernmost of the three islands bore from N. 54 E. to N. 65 E. four or five leagues distant. The middle one from N. 21 E. to N. 38 E. distant three or four leagues. The northernmost, from N. 16 W. to N. 34 W. distant eight or nine miles. Being then abreast of the middle island, which appeared to be about four or five miles long, I could plainly perceive a pretty large village. Several of the huts were lofty, and apparently well thatched. I saw many canoes or proas on the beach, and could observe that a considerable number were making towards the ship. The three islands extend, as far as I can judge, about fifteen or sixteen miles. They seem to be narrow, and all of them have fine white sandy beaches. I make the latitude of the middlemost of them to be $00^{\circ} 02' N$. longitude by lunar observation $175^{\circ} 54' E$.

1788.

June.

Thursday, 19th. First part light breezes and clear, afterwards moderate and hazy, wind N. to N. E. At three P. M. the westernmost of the three islands bore from N. $\frac{1}{4}$ W. to N. E. by N. the north end of the third island N. N. W. two or three miles distant. This island is rather longer than the first and second, and has a reef from the north end stretching N. W. about three quarters of a mile. I counted thirty proas making towards the ship; and could plainly see many more of the natives launching in a great hurry off the beach. At four the headmost proa, that seemed to conduct the whole, tacked in a very expeditious manner, by shifting its latteen sail (by which means the head became the stern), and went off at a great rate. She had got within half a mile of the Scarborough, when Captain Marshall fired a shot at her, to my great regret and vexation, as I thought it commencing hostilities with them too soon, even if they had been hostilely inclined; and would effectually prevent our having any intercourse with them. In order to dispel their apprehensions, and invite a nearer approach, I displayed a white flag; on which two of the proas, one much larger than the other, bore down; but the rest kept aloof. At five one of them reached the Scarborough, and soon

1788.

June.

soon after came along-side of us. They viewed with great attention the sides of the ship, which I had caused to be painted red, some of the voyagers I had perused pointing out that colour as the most pleasing to the natives of these climates; but all I could do would not prevail upon them to come on board. Having expressed by signs that they should be late before they reached the shore, they went off. There were seven men in the large boat, and three in the smaller. They appeared facetious, were in height about five feet ten inches, remarkably well made, had fine long hair, and were of a bright copper colour. Their boat was neatly made, with a well-constructed out-rigger, similar to those of the Ladrone Islands; and their sail seemed to be composed of matting made of the husks of the cocoa-nut. At six I sent the jolly boat on board the Scarborough. The westernmost island then bore from N. 40 E. to N. 73 E. the body of it N. 56 E. distant twelve or thirteen miles. Sounded; no ground 160 fathoms. Latitude observed $00^{\circ} 31' N.$ longitude by lunar observation $175^{\circ} 14' E.$

Friday, 20th. First part light breezes and hazy; middle part squally, with rain, wind variable from N. E. to E.; towards the latter part moderate and clear, wind E. At midnight shortened sail, and at day-break discovered land; made

1788. made signal to the Scarborough, and hauled up for it.

June.

Repeated the signal for seeing more land at different times; *viz.* at five discovered an island bearing E. $\frac{1}{2}$ N.; at half past five saw another bearing N.E. by E.; three quarters past five perceived a third bearing N.N.E.; and at eight a fourth, which was a fine large island, bearing N. E. seven or eight leagues distant. At ten the island marked A, in Plate No. 2, bore E. S. E. seven or eight leagues distant; that marked B bore S. E. by E. five or six leagues distant; and the south end of C bore E. S. E. Being abreast of the second island, we saw many proas making towards the ship. At eleven, thirteen were in sight. At that time the north end of C bore E. by N. distant four or five leagues. I now brought to for some of the nearest proas, and displayed a white flag, endeavouring, by every method I could think of, to invite them on board; but without effect. Several large proas came within hail of the ship, and then tacked. Their boats were of the same size and construction as those we passed on the nineteenth instant. At noon the middle of the island C bore N. 40 E. distant twelve or thirteen miles; and the fourth island bore from N. 10 E. to N. 84 E. distant nine or ten miles. Being now abreast of this island, the extremity ending in a beautiful clump of trees, I hauled up to look at the bay. It appeared to be safe and commodious, sheltered

Islands.

Discovered by Tho.^d Gilbert Com^r. of the Charlotte, from Botany Bay, New South Wales, to China, in the Year 1788.

Land seen on the 24 of June.

N.W. by W.

N

Lat. at Noon $5^{\circ}48' N.$ Long. $172^{\circ}55' E.$

Gilbert's Island
East 4 or 5 Miles

Marshall's Island
E. by S. 5 or 6 Miles

Knox's Island
E. S. E. 2 or 3 Miles

Lat. at Noon $1^{\circ}42' N.$ Long. $175^{\circ}01' E.$

1788.

June.

sheltered by a long reef running parallel with the island, with two large inlets into the bay. The reef is about three quarters of a mile from the beach, and has several small islands which appear like flower-pots. From the north end of this pleasant island runs a small reef, and five small woody islands, two of which seemed to be high and woody. Probably the five are in one; but they appeared, in the situation we were, to be in as many hummocks. To these I gave the name of Marlar's Islands. I brought to off the north end of the large island. Soon after I saw upwards of a hundred of the natives assembled on the point, but whether to greet, or to obstruct our landing, I shall not pretend to say: notwithstanding they appeared so friendly, I did not judge it prudent to put their intentions to the test; for, though the necessity of procuring refreshments prompted us to take every eligible step for that purpose, the number and situation of our crews did not warrant us to run any risk of being cut off by the natives, whose apparent friendship is not always to be depended upon. The prosecution of our voyage, and not making discoveries, being the object which alone ought to engage our attention, every appearance of temerity was to be avoided. Latitude observed $1^{\circ} 42'$ N. longitude by lunar observation $175^{\circ} 01'$ E.

Saturday, June 21st. First part moderate breezes and
I cloudy,

1788.

June.

Saturday, June 21st. First part moderate breezes and cloudy, wind S. E.; middle part light airs and hazy, wind E. N. E.; and latter part moderate and clear, wind the same. At two P. M. the third island bore from N. W. $\frac{1}{2}$ W. to E. distant five or six miles. At three brought to, and sent the jolly boat to the Scarborough. At a quarter past four in boat, and made sail. The southernmost island of the chain, I left first for Captain Marshall to name, which he thought proper to name Gilbert's Island; the middle, I named Marshall's Island; and the northernmost, Knox's Island; [see Plate 2.]—to the large island with the cluster, I gave the name of Mathews's Island, in honour of the owner of the Charlotte; [see Plate 1.]—the bay, I called Charlotte's Bay; the south point, which terminates the beautiful cluster of islands, I have named Charlotte's Point; and the north point of the island, which forms the bay, Point William. It is something singular that I could get no sounding with one hundred and twenty fathoms line, although at times I was within half a mile of the shore. At seven in the morning, being moderate and fair, the Scarborough sent her boat on board: and at half past eleven she made the signal for seeing land; which we likewise saw, bearing N. N. E. Latitude observed $2^{\circ} 42' N.$ longitude by lunar observation $174^{\circ} 26' E.$

Sunday, 22d. First part moderate and clear, wind N. E.

1788.

June.

by E.; middle and latter parts fresh breezes and clear, wind N. E. At two P. M. being abreast of an island, of a very pleasing appearance, bore up, and made the signal to speak the Scarborough. At four the body of the island bore N. N. E. $\frac{1}{4}$ E. distant six or seven miles. Being now abreast of a low woody island, I brought to for some proas that were standing towards us, but could not prevail on them to come on board. The first proa that bore down to us had a white vane at the mast head; and the second a small clump resembling a bird's nest. The crews of the different proas appeared to be tall, stout, and well made. All of them had long black hair, were of a bright copper colour, and clothed about the middle. The proas were of the same construction as those already mentioned. In the evening, as I ran along the shore, I saw several large fires; most likely they were signals for their boats that were out reconnoitring us. The water was very smooth, and no ground one hundred and fifty fathoms. At five the small island bore N. by W. four or five leagues distant; the main island from N. E. $\frac{1}{4}$ E. to E. $\frac{1}{2}$ N. four or five miles distant. At ten, the north-west point of the small island bore E. four or five miles distant. At ten A. M. hove to, sent the jolly boat on board the Scarborough, and then made sail. Sounded,

1788. no ground one hundred and sixty fathoms Latitude observed
 June. $4^{\circ} 09' N.$ longitude $174^{\circ} 00' E.$

Monday, 23d. First part moderate and cloudy, wind E. N. E.; middle part light squalls, with lightning and rain, wind the same; latter part light breezes and hazy, wind N. E. At three P. M. hoisted in the jolly boat. About noon saw a gannet. Kept a good look-out. Latitude observed $5^{\circ} 22' N.$ longitude by lunar observation $173^{\circ} 43' E.$

Tuesday, 24th. The first part hazy weather, wind N. E.; middle part heavy rain, wind E.; latter part squally with heavy rain, wind N. E. Sounded, no ground forty fathoms. At two P. M. a sudden squall, with rain, split the spanker; at six squally, and very dark and cloudy; in top-gallant sails and shortened sail. At half past seven observing the Scarborough to wear suddenly, I instantly put the helm a-weather, and hauled off, although the look-out man at the mast-head could see nothing. Sounded, fifty fathoms, no ground. At half past nine bore up, and spoke the Scarborough. Captain Marshall informed me that he saw land bearing from N. to E. Concluding this to be the case, I proposed to stand off and on till day-break; to which he assented. During the night very heavy rain, with such vivid flashes of lightning, all round the compass,

as

1788.

June.

as were never seen by the oldest seaman on board the ship; it was really awful. At half past seven A. M. made the signal for seeing land bearing N. W. by N. about four leagues distant [See Plate 2.]; we then stood in for it, and ran down pretty close. Some boats appearing, I displayed a white flag, and made such signs as I thought would invite them on board. At ten a sudden squall split the fore-top-gallant sail, and middle stay-sail. Till noon frequent squalls, with heavy rain, which obliged us to shorten sail occasionally. Found the jibb boom sprung. Latitude observed $5^{\circ} 48' N.$ longitude by lunar observation $172^{\circ} 55' E.$

Wednesday, 25th. The first part moderate breezes, with dark cloudy weather, wind variable from N. E. to S. S. E. At two P. M. the extremes of the land bore from W. by N. to E. by S. off shore about seven or eight miles. At five one of the proas, with about twenty-five persons in it, came close to the ship, and the men seemed inclined to venture on board. As I wished to establish a friendly intercourse with them, I immediately brought to, and, by such signs as we thought most intelligible to them, endeavoured to prevail on them to leave their boat. Our endeavours were not ineffectual; they soon after hauled down their sail, and paddled

1788.

June.

paddled pretty near. Among the people in the proa was an old man of an exceeding venerable appearance, with a remarkable long white beard, who, when they had got within hearing, chaunted a song, in a tune, which, though consisting of little variation, was not altogether inharmonious. The whole of those in the boat joined him, making at the same time strange gestures. The old man then began a long oration, the tendency of which, as well as the song previously chaunted, seemed to be to assure us of their friendship, and to procure a favourable reception from us. As no part of our conduct appeared to contradict this expectation, they put out their paddles, and moved slowly towards the ship. When they had approached near enough, I caused a few trifles to be thrown to them, with which they seemed to be much pleased. In order to accelerate their coming on board, I veered a board with a line to them, on which were fastened some spike nails. These they seized, with every appearance of that wonderful attachment the inhabitants of the islands of the Pacific Sea are known to have for iron implements of this nature. I then went over the taffrail, and sat in the stern ladder. They seemed much pleased with the confidence I placed in them, and immediately paddling up, came on board.

As

As a token of their friendship, they presented me with a piece of matting, very neatly made, together with a few other things, such as shells, &c. and we were now upon the most social terms with each other, when an accident happened that was the occasion of their leaving us abruptly. In gibbing the spanker, six or seven of them, who were sitting on the spanker-guy, which lay along the taffrail, were thrown overboard. Such an incident, I own, was enough to make them doubt our intentions, and it had that effect; for no sooner did those who were on the quarter-deck perceive the situation of their companions, than they immediately leaped into the water, and getting into their boats, hoisted their sail, and went off with all speed. They, however, soon joined us again, accompanied by two other large proas. As there was some reason to suppose, from their precipitate departure, that they might be offended at what had happened, I was prepared to receive them in a hostile manner, should it be necessary. But, as I took care they should not see in us any disposition to a breach of that amity which had so lately taken place between us, they endeavoured to convince us of their returning confidence, by holding up some fruit, as if they wished us to accept of it. Perceiving this, I brought to, and

1788.

June.

1788.

June.

went over the side of the ship, in order to renew the communication with them; upon which they hauled down their sail, and, taking the painters of the boats in their hands, swam with them to the ship, and having made them fast, came once more on board. They now presented me with another piece of matting, and some fruit of a species I was unacquainted with; and in return I gave them some fish-hooks, nails, &c. which they seemed to think a sufficient compensation. As it now began to grow dark, and their stay on board would not only have been inconvenient, but might have proved dangerous, their number being increased to upwards of thirty, I hastened their departure, and got them into their boats. As they were going off I caught one of them taking away the head pump handle. The man, on being detected, appeared quite unconcerned, and seemed to think it no crime to carry off whatever he could find: an idea that seems to prevail throughout all the newly-discovered islands in this quarter of the globe. These people were of the same complexion as those before described, and, like them, were covered only about the middle. They were remarkably well made, and I found them not only of a social disposition, but, as far as I could judge from their behaviour, disposed to be friendly. By the signs they made

made I could readily perceive that they wished me to go on shore; and they further gave me to understand that they would leave hostages for my safety; but as I did not think it prudent to run any risk of that kind, I declined the offer, and proceeded on my voyage. At six P. M. the northernmost extremity of the second island bore N. W. by W. distant seven or eight miles. During the night it was squally, with heavy rain; and not thinking it prudent to run all night, I spoke the Scarborough, and brought to. At half past three A. M. bore up to join the Scarborough; at half past four again brought to; and at half past five bore up and made sail. At day-light saw the land bearing from N. by E. to N. E. by E. off shore about nine or ten miles. Still squally with rain. At ten the north-west end of the third island bore S. E. distant five or six leagues. The heavy squalls, with rain, continued, which obliged us to shorten sail occasionally; and the weather was still dark and cloudy. No observation. Latitude by account $6^{\circ} 10'$ N. longitude by lunar observation $172^{\circ} 35'$ E.

Thursday, 26th. At one P. M. squally, with rain, wind E. N. E.; at midnight shortened sail; at two split the jibb. Continual rain till near midnight, then fair and more moderate, wind the same. At day-break we discovered low land, bearing from N. E. to S. E. off shore about two or three leagues,

1788.

June.

leagues, and made the signal to the Scarborough. This land consisted of islands, which I named Daniel's, Pedder's, and Arrowsmith's Islands; between the two latter we were drifted by the current in the night, and which I named Fordyce's Passage. [See Plate, No. 3.] At a quarter past five A. M. the low land bore from S. by W. to S. W. by W. distant three or four leagues. At eight the extremes of the land bore from E. N. E. to S. E. by S.; the weather calm and cloudy. At noon the land bore from E. by N. to S. S. W. off shore four or five leagues. Sounded 150 fathoms, no ground. This day we caught three sharks, and got them on board, in order to procure oil for the lamp from their livers. Latitude observed $7^{\circ} 19'$ N. longitude by lunar observation $172^{\circ} 30'$ E.

Friday, 27th. First part thick hazy weather, and calm, with a swell from the north-east; middle part light airs, inclinable to calm, wind N. E. by E.; afterwards fresh breezes and thick haze, with rain, wind E. N. E. At a quarter past eleven A. M. we saw land bearing north, seven or eight miles distant. Made the signal to the Scarborough. At three quarters past eleven we saw more land, bearing N. N. W. nine or ten miles distant. No observation. Latitude by account $7^{\circ} 57'$ N. longitude by lunar observation $172^{\circ} 05'$ E.

Saturday, 28th. First part fresh breezes and hazy, with rain,

Islands.

Discovered by Tho. Gilbert Com^d of the Charlotte from Botany Bay, New South Wales to China, in the Year 1788.

Calvert's Islands.

E. N. E. 5 Leagues.

E. $\frac{1}{2}$ N. 4 or 5 Leagues.

E. N. E. 3 or 4 Leagues.

S. E. 4 or 5 Leagues.

Point Camden.

Lat. $^{\circ}$ 8. 58' N. Long. $^{\circ}$ 171. 41' E.

Point King.

Abbottson's Islands.

North 2 or 3 Leagues.

N. E. $\frac{1}{2}$ N.

E. N. E. 4 or 5 Leagues.

Lat. $^{\circ}$ 7. 57' N. Long. $^{\circ}$ 172. 05' E.

Danids Islands.

Pedders Islands.

Arrowsmiths Islands.

East 5 or 6 Leagues.

S. E. $\frac{1}{2}$ E.

The Charlotte came through this passage in the Night but unintentionally.

S. W. 5 or 6 Leagues.

Fordyes Passage

Lat. $^{\circ}$ 7. 25' N. Long. $^{\circ}$ 172. 28'

Lat. $^{\circ}$ 7. 13' N. Long. $^{\circ}$ 172. 16' E.

rain, wind E. by N.; middle part light breezes and hazy, 1788.
 wind E. N. E.; latter part moderate and fair, wind N. E. June.
 At four P. M. the extremes of the land bore from N. to E. S. E.
 This land is a cluster of islands of a very pleasing appearance.
 I ran down among them within two or three miles, and as I
 proceeded could perceive some proas on the different beaches,
 but I could see no inhabitants. I gave them the name of
 Ibbetson's Islands. [See Plate, No. 3.] Our people counted
 upwards of twenty of them; but I do not think that there
 are so many. I could only discern twelve or thirteen, with a
 good glass, from the main-top-gallant yard. At four P. M.
 the northernmost island in sight bore N. by W. distant three
 or four leagues; the second or middle island N. E. distant four
 or five leagues; and the middle of the third or southernmost
 island E. N. E. distant five or six leagues. At six P. M. the
 northernmost island in sight bore N. E. by N. four or five
 leagues distant. At seven spoke the Scarborough, when I
 proposed to Captain Marshall to stand on under an easy sail
 during the night; to which he assented. At a quarter past
 four A. M. made sail, and at five discovered land bearing from
 N. N. E. to E. N. E. off shore two or three leagues; upon
 which I made the signal to the Scarborough. At noon the
 northernmost

1788. northernmost island in sight bore E. by S. $\frac{1}{2}$ S. distant six or seven leagues. I counted about fifteen of these islands, and they extend nearly as many leagues. These I named Calvert's Islands, and the extremities of which I called Point Camden and Point King. [See Plate, No. 3.] Sounded, no ground 160 fathoms. Latitude observed $8^{\circ} 58' N.$ longitude by lunar observation $171^{\circ} 41' E.$

Sunday, 29th. First part fresh breezes and cloudy, afterwards hazy; at noon fresh breezes and clear, wind N. E. At five P. M. we discovered land bearing from W. to N. five or six leagues distant. At six wore ship, and stood off. Spoke the Scarborough. The northernmost of these islands at dark bore N. N. W. three or four leagues distant. At two A. M. made the signal, and wore ship. At daylight saw the land bearing from N. E. to W. off shore three or four leagues; made the signal to the Scarborough, and made sail. At eight we saw a small island and reef, bearing N. N. W. distant one mile; and another island S. by E. distant five or six leagues. At half past eight we were abreast of a cluster of islands on each side. From the extent of these islands, and the tremendous reef running from them, I was doubtful of finding a passage. Our situation, however, from the strength
of

of the wind and current, admitting of no retraction, I pushed on with a press of sail, in order, should we be able to effect a passage, to make our way through as soon as possible, for fear of calms. We could get no soundings, although I ran along the reef within half a mile of it. I saw a few inhabitants, and one large proa, which pushed hard to get up with us, but without effect; for, as there was no time for loitering, I did not bring to. From the southernmost of these islands, till noon, I ran by the log upwards of fourteen leagues, and did not see the extent of the reef till two o'clock. At half past two (thank God) we happily cleared all. I have named these islands Chatham's Islands. [See Plate, No. 4.] They lie in the lat. of $9^{\circ} 25' N.$ long. $171^{\circ} 11' E.$ At noon the north end of the reef bore E. N. E. distant five or six miles. Lat. observed $9^{\circ} 29' N.$ long. by lunar observation $171^{\circ} 11' E.$

Monday, 30th. First part fresh breezes and clear, wind N. E. by E.; middle part moderate and cloudy, wind N. E.; latter part fresh breezes and clear weather, wind the same. At three P. M. discovered an island bearing N. N. W. distant four or five leagues; and at half past three saw a cluster of islands bearing from S. S. W. to W. distant about five leagues, which I suppose to be those named by different navigators the Piscadore

1788.

June.

Islands. At three quarters past three saw a sand-spit, dry about half a mile, bearing W. by N. distant one mile. [See Plate 1.] Hauled up in order to clear it. At six we discovered a small island bearing N. E. by N. distant four or five leagues. The northernmost extreme of the cluster of islands bore W. by N. four leagues distant; and at sun-set the middle of the cluster bore W. S. W. At eight we shortened sail, and spoke the Scarborough; when I proposed to wear at ten, and stand to the eastward; to which Captain Marshall assented. At day-break, out all reefs, and made sail. Ever since we first fell in with these islands, we have been in continual danger; and our situation admitted of no remedy whatever. Anchors were not of the least service, as we could get no soundings, even within half a mile of the shore, though we never omitted to sound constantly throughout the twenty-four hours; and in bearing up for one cluster, we fell in with another. We, however, at length happily made our way through them; but without being able, from different circumstances, to procure at any one of them the refreshments we stood in need of. From the number of the islands we have lately fallen in with, it is not improbable that there are many others lying nearly in the same degrees of latitude and longitude, and perhaps extending

Chatham's Islands.

Discovered by Tho^d Gilbert, Com^r of the Charlotte, on the passage from Port Jackson in New South Wales, to Canton, in the Year 1788.

E. N. E. 3 or 4 Leagues

East 3 or 4 Leagues at Noon

a very dangerous Reef

N. E. 3 or 4 Leagues



Charlotte and Scarbro came through this passage

S. W. 4 or 5 Leagues

South

Lat^d 06^d at Noon 9.29 N. Long^d in 171. 4 E.

S. E. 3 or 4 Leagues

tending to the east and north-east: and as there is a prospect of an intercourse being in time established between New South Wales and China, some of them possibly may prove to have safe and convenient harbours, and to abound with such necessities as shall render the passage much more agreeable than we found it. Latitude observed $10^{\circ} 39' N.$ longitude by lunar observation $170^{\circ} 58' E.$

1788.

July.

Tuesday, July 1st. Fresh breezes and clear weather, wind N. E. by E. during the day. At eight P. M. in top-gallant sails, and shortened sail, in order to speak with the Scarborough. At daylight we made sail. Latitude observed $11^{\circ} 41' N.$ longitude by lunar observation $170^{\circ} 21' E.$

Wednesday, 2d. At one P. M. fresh breezes and cloudy; at two a light squall with some rain; at four moderate and clear, wind N. E. which continued during the remainder of the day. At eight P. M. we spoke the Scarborough, and at day-break made sail. At half past eight A. M. made the signal to the Scarborough to set up the rigging. We accordingly shortened sail, and shifted the top-sails; stayed the lower masts, and set up the rigging. At noon the Scarborough sent her boat on board. Latitude observed $13^{\circ} 21' N.$ longitude by lunar observation $167^{\circ} 26' E.$

Thursday,

1788.

July.

Thursday, 3d. At one P. M. fresh breezes and cloudy, wind N. by E. Stayed the top-masts and top-gallant masts, and set the rigging up. At four we saw some tropic birds and sheer waters. At eight A. M. removed the shifting ballast aft. We now found that the ship sailed infinitely better since I let the masts in the partners aft. Latitude observed $14^{\circ} 54' N.$ longitude by lunar observation $165^{\circ} 50' E.$

Friday, 4th. Moderate breezes, and fine, clear, pleasant weather, wind N. E. At four in the afternoon we again saw some sheer waters. Latitude observed $16^{\circ} 12' N.$ longitude by lunar observation $164^{\circ} 46' E.$

Saturday, 5th. First part light breezes and clear; middle part hazy; latter part moderate and cloudy; wind N. E. Nothing particular happened during the course of this day. Latitude observed $17^{\circ} 07' N.$ longitude by lunar observation $163^{\circ} 51' E.$

Sunday, 6th. First part light breezes and hazy, with a smooth sea; wind N. E. Latitude observed $17^{\circ} 36' N.$ longitude by lunar observation $162^{\circ} 57' E.$

Monday, 7th. First part moderate breezes, with light squalls, and cloudy; middle part moderate and cloudy; latter part moderate and fair; wind E. N. E. during the day.

At

At two P. M. sounded, no ground sixty fathoms. At five we spoke the Scarborough; when Captain Marshall informed me that ten of his men were down with the scurvy. Having been so long without procuring any refreshments from on shore, that disorder, so fatal to seamen, now began to grow alarming in both ships. Latitude observed $18^{\circ} 16'$ N. longitude by lunar observation $161^{\circ} 47'$ E.

1788.

July.

Tuesday, 8th. First part light airs and cloudy, with showers of rain, wind E. S. E.; middle part the same, with small rain, wind variable; latter part calm and cloudy, wind S. E. In the forenoon we saw several tropic birds and sheer waters. At noon sounded, no ground 160 fathoms. Latitude observed $18^{\circ} 52'$ N. longitude by lunar observation $161^{\circ} 07'$ E.

Wednesday, 9th. First part light airs and clear, wind E. S. E.; at six P. M. light squalls with rain, wind variable; during the night light breezes and clear, wind E. S. E. succeeded by squalls with heavy rain; latter part hazy, and very unsettled weather, wind variable. Latitude observed $19^{\circ} 28'$ N. longitude by lunar observation $160^{\circ} 11'$ E.

Thursday, 10th. First part light airs, and dark cloudy weather, wind variable; middle part moderate and cloudy, wind E.; latter part dark unsettled weather, wind the same.

I

At

1788.

July.

At eight P. M. we spoke the Scarborough, and informed Captain Marshall that the longitude by lunar observation the preceding noon was $159^{\circ} 10' E.$ At seven A. M. variation per azimuth $9^{\circ} 30' E.$ No observation. Latitude by account $22^{\circ} 2' N.$ longitude by lunar observation $159^{\circ} 38' E.$

Friday, 11th. First part light breezes and cloudy; afterwards moderate and clear; wind during the day variable. At ten P. M. the Scarborough spoke us. In the forenoon we saw several tropic birds and sheer waters. This day the carpenter became indisposed, and his illness increased the sick list to nine out of twenty-eight; a number that, considering the distance we were at from any place where there was a probability of procuring necessaries for their relief, as well as for preventing a further addition to the list, carried no little degree of alarm with it. Latitude observed $20^{\circ} 42' N.$ longitude by lunar observation $158^{\circ} 16' E.$

Saturday, 12th. First part moderate breezes and hazy, wind N. E.; middle part cloudy unsettled weather with squalls, wind variable; latter part thick, hazy, and squally, with rain, wind E. S. E. The scurvy now began to make rapid strides, and the number of sick on board was this day increased to ten, with a prospect of several more being soon down, the symptoms

gaining ground upon them, notwithstanding we had plenty of
good beer of our own brewing, wine, and other antiscorbutics.

1788.

July.

Latitude by account $21^{\circ} 35'$ N. longitude by lunar observation
 $156^{\circ} 45'$ E.

Sunday, 13th. First part moderate breezes and cloudy,
wind S. E.; middle part squally and cloudy; latter part heavy
squalls, with rain, wind the same. At seven P. M. we spoke
the Scarborough. At five A. M. shifted the main-top-gallant
mast. At eight we saw a gannet, and kept a good look-out.
Latitude observed $22^{\circ} 23'$ N. longitude by lunar observation
 $152^{\circ} 51'$ E.

Monday, 14th. First part heavy squalls, with rain, wind
S. S. E.; middle part fresh breezes and cloudy, wind variable;
latter part squally, with heavy rain, wind S. by W. At three
P. M. we saw a gannet, and at seven A. M. several more were
in sight. When I spoke the Scarborough, the preceding day,
I proposed to Captain Marshall to wear immediately, in order
to get to the southward as soon as possible; being convinced
that the south-west monsoon had reached us, and that it would
be necessary for securing our passage to China to round the
Bashee Islands as close as we might have it in our power to do.
Here it must be very apparent to every nautical man, that from

1788. the latitude we were then in, and the south-west monsoon
July. blowing, we should not be able to fetch the Island of Formosa;
and getting to leeward of it would effectually prevent our
reaching China till the north-east monsoon should set in; and,
from the sickly state of the crew, I was apprehensive we should
be equally retarded on the coast of Japan, where the current is
rapid and uncertain. From the little plan I had laid down for
the government of our voyage, previous to our sailing, it will
appear that I never intended to have gone so far to the north-
ward. There, however, was no alternative, but that of returning
again to the southward, while we had it in our power to do so,
by being well to the eastward, and consequently not too much
influenced by the monsoon. We accordingly wore and stood to
the southward. No observation. Latitude by account $22^{\circ} 35' N.$
longitude by lunar observation $150^{\circ} 48' E.$

Tuesday, 15th. First part moderate breezes and cloudy, with
rain, wind S. S. W.; middle part heavy squalls, with rain, wind
S.; latter part dark and gloomy, with flying showers, wind the
same. At four P. M. we had a large swell from the S. W.
and a vast number and variety of birds were about the ship.
This day I conceived myself not far from the islands called the
Gardens, laid down in several charts nearly in this latitude.

No

No observation. Latitude by account $22^{\circ} 30'$ N. longitude by lunar observation $151^{\circ} 44'$ E.

1788.

July.

Wednesday, 16th. First part moderate breezes, with thick gloomy weather, and light showers at times, wind S. by W.; middle part squally, with rain, and much lightning from the south, wind S. S. W.; latter part cloudy, wind the same. At five P. M. we had a heavy swell from the S. S. W. and a great number of birds were still round the ship. At ten A. M. sent the jolly boat on board the Scarborough, which returned at noon. No observation. Latitude by account $22^{\circ} 05'$ N. longitude by lunar observation $152^{\circ} 36'$ E.

Thursday, 17th. First part light breezes and cloudy, unsettled weather, with heavy rains, wind S. W.; middle part light airs and hazy, with rain, wind variable; latter part moderate breezes and cloudy, wind S. At four P. M. wore ship; and likewise at half past seven, when in top-sails. At three A. M. wore ship to the westward, and at four to the eastward; at seven we were taken aback; and at half past seven again wore ship. Latitude observed $21^{\circ} 55'$ N. longitude by lunar observation $152^{\circ} 28'$ E.

Friday, 18th. First part light breezes and cloudy, wind S.; middle part moderate and clear, Wind S. S. E.; latter part hazy,

1788. wind S. by E. At one P. M. we wore ship, and also at half
July. past twelve A. M. At four the Scarborough spoke us. At seven
variation per azimuth $8^{\circ} 10'$ E. At half past seven Captain
Marshall sent his boat, to inform me that his brother was taken
dangerously ill, and requested that I would come on board.
I went immediately, carrying with me such medicines and other
things as, from the account given me, I thought he stood in
need of; but, to my great concern, before I could reach
the ship, he expired. Though neither Captain Marshall nor
myself had a surgeon on board, yet having a good medicine
chest, with directions, together with Buchan's Domestic
Medicine, I did tolerably well, and I flatter myself prevented
the scurvy from proving so fatal as it otherwise might have
done. Mr. Marshall's case was, however, very obstinate; he
had languished for some time under that disorder; and, as we
were not able to make any land, where the sole effectual remedy
against it could only have been obtained, from the benefit of the
air on shore, and from the use of fruits and vegetables, it had
now arrived to such a height as to deprive him of life; and that,
at last, in a manner somewhat sudden. Latitude observed
 $21^{\circ} 44'$ N. longitude by lunar observation $152^{\circ} 17'$ E.

Saturday, 19th. First part light breezes and cloudy, wind

S. S. E.;

1788.

July.

S. S. E. ; middle part moderate and clear, wind S. E. ; latter part the same, wind S. E. by S. In the afternoon a great many birds, of various sorts, were about the ship. The number of sick on board still amounted to ten. Latitude observed $21^{\circ} 07' N.$ longitude by lunar observation $151^{\circ} 27' E.$

Sunday, 20th. Light airs and clear throughout the day, wind from S. E. to S. S. E. At seven A. M. the Scarborough spoke us. Latitude observed $20^{\circ} 38' N.$ longitude by lunar observation $150^{\circ} 51' E.$

Monday, 21st. First part light airs and clear, wind S. ; middle part clear and calm ; latter part light airs and cloudy, wind W. At one P. M. sent the jolly boat on board the Scarborough. The sick list this day decreased to nine. Latitude observed $20^{\circ} 24' N.$ longitude by lunar observation $150^{\circ} 45' E.$

Tuesday, 22d. First part light airs and cloudy, with rain, wind W. ; middle part variable ; latter part moderate and fair, wind N. At ten A. M. several birds were round the ship. The state of the sick as yesterday. Latitude observed $19^{\circ} 44' N.$ longitude by lunar observation $150^{\circ} 26' E.$

Wednesday, 23d. First part light breezes and clear, wind N. N. E. ; middle part light airs, inclinable to calm ; latter part calm ; at noon hot and sultry, wind S. S. W. The wales

and

1788.

July.

and bottom of the ship being now become exceedingly foul, we got the boat out and scrubbed the starboard side. The state of the sick as before. Latitude observed $19^{\circ} 28' N.$ longitude by lunar observation $150^{\circ} 12' E.$

Thursday, 24th. First part light airs and cloudy, wind S. W.; middle part inclinable to calm; latter part moderate and cloudy, wind S. W. by S. At two P. M. sent the boat on board the Scarborough. This afternoon scrubbed the larboard side of the ship. From one to four her head was all round the compass. Many birds were this day about the ship. The state of the sick as before. Latitude observed $19^{\circ} 01' N.$ longitude by lunar observation $150^{\circ} 00' E.$

Friday, 25th. First part light breezes and hazy, wind S. W.; middle part lightning in the S. W. quarter, wind the same; latter part dark, gloomy weather, with squalls, wind W.; and at noon N. W. by W. In the afternoon many birds were about the ship; and the next morning a great number were still observable. The state of the sick as before. Latitude observed $18^{\circ} 05' N.$ longitude by lunar observation $150^{\circ} 00' E.$

Saturday, 26th. First part dark, gloomy weather, wind W.; middle part thick, hazy, and unsettled, wind S. S. W.; latter part moderate and hazy, with rain, wind variable. A great number

number of birds around the ship during the whole day. At 1788.
 six P. M. lightning in the south-west quarter. The state of the July.
 sick as before. No observation. Latitude by account $17^{\circ} 22' N.$
 longitude by lunar observation $149^{\circ} 47' E.$

Sunday, 27th. First part calm, with heavy rain; middle part moderate and cloudy, wind S. by W.; latter part fresh breezes and cloudy, wind S. A great number of birds, of various kinds, about the ship. The state of the sick as before. Latitude observed $16^{\circ} 57' N.$ longitude by lunar observation $149^{\circ} 47' E.$

Monday, 28th. First part moderate breezes and cloudy, wind S. by E.; middle part cloudy, with squalls, wind the same; latter part moderate and fair, wind still S. by E. At three P. M. the Scarborough spoke us. At two A. M. a sudden squall, with rain, split the fore-top-gallant sail. At eleven the Scarborough again spoke us, when Captain Marshall acquainted me that he had lost another of his ship's company by the scurvy. Our list of sick was this day increased to ten. Latitude observed $16^{\circ} 35' N.$; longitude by lunar observation $148^{\circ} 27' E.$

Tuesday, 29th. First part moderate breezes and cloudy, wind S. by E.; middle part the same, wind S. E.; latter part moderate

1788. moderate and fair, wind E. Nothing material occurred through
 July. this day. The state of the sick remained as before. La-
 titude observed $16^{\circ} 04'$ N. longitude by lunar observation
 $145^{\circ} 47'$ E.

Wednesday, 30th. Light airs and clear during the whole day,
 wind from E. N. E. to S. E. In the afternoon we saw several
 gannets. The sick list was now increased to twelve. La-
 titude observed $15^{\circ} 26'$ N. longitude by lunar observation
 $146^{\circ} 47'$ E.

Thursday, 31st. Light airs and clear, wind from S. E. to
 S. S. W. At two P. M. we saw several gannets. At midnight
 shortened sail. At day-break made sail. At four A. M. I spoke
 the Scarborough, and informed Captain Marshall that the
 island of Tinian, according to Commodore Wallis's account,
 bore from us S. 61° W. distant 20 leagues. And here I must
 pay the tribute due to the nautical knowledge of this good
 officer, by observing, that wherever his track and mine
 coincided, I not only found his voyages useful, but remarkably
 correct. At six A. M. saw land bearing W. $\frac{1}{2}$ S. nine or ten
 leagues distant. At noon the southernmost extreme of the land
 bore W. S. W. $\frac{1}{2}$ W.; the northernmost W.; the body of the
 islands W. by S. distant seven or eight leagues. The state of
 the

the sick as before. Latitude observed $15^{\circ} 14'$ N. longitude by lunar observation $146^{\circ} 22'$ E. 1788.

August.

Friday, August 1st. First part light breezes and hazy, wind S. by W.; middle part light airs, inclinable to calm, wind S. S. W.; latter part light breezes, with flying showers of rain, wind S. W. by S. At four P. M. the extremes of the land, which I took to be the island of Saypan, bore from S. W. by S. to W. $\frac{1}{2}$ S. distant three or four leagues. At seven the southernmost point bore S. W. $\frac{1}{2}$ W.; the northernmost ditto W. $\frac{1}{2}$ S. At eight A. M. the extremes of the land bore from N. W. by W. to S. W. The state of the ship's company rendered the sight of land most grateful to our eyes; and excited the warmest hopes that we should be able to procure the refreshments we so much stood in need of. The scurvy had now arrived to such a height among the crew that eleven were unable to move; and the remaining part were so exceedingly feeble, from the effects of it, as scarcely to be able to navigate the ship: so that our situation was become extremely critical, which induced me to make the best of my way to the island of Tinian; and this I signified to Captain Marshall. No observation.

Saturday, 2d. First part light airs and cloudy, with rain, wind S. S. E.; middle and latter parts the same, wind variable,

1788. from S. S.W. to W. by S. At three P. M. we bore down
 {August. and spoke the Scarborough, and at five her boat came on
 board. At seven the extremes of the land bore from N. E. to
 S. W. $\frac{1}{2}$ W. distant two or three leagues. Latitude observed
 $15^{\circ} 5' N.$

Sunday, 3d. First part light breezes, with showers of rain,
 wind S. W. by S.; middle part light airs and hazy, wind
 S. S. W.; latter part the same, wind S. W. At one in
 the afternoon tacked, and, being near the island of Saypan,
 sent the jolly boat on shore, in order to procure refresh-
 ments for the sick, which returned at six, when we again
 made sail. At seven the extremes of the land bore from
 S. W. by W. to N. W. by N. off shore four miles. At
 eight A. M. the southernmost point of Tinian bore
 W. S. W. $\frac{1}{2}$ S. distant four or five leagues. Latitude observed
 $14^{\circ} 57' N.$

Monday, 4th. First part light airs and clear, wind S. W. by S.;
 middle part light airs, hazy, and squally with rain, wind S. by W.
 latter part cloudy, with rain, wind the same. At four P. M.
 the southernmost point of Tinian bore W. by S. At eight
 Tinian bore W. $\frac{1}{2}$ S. distant four leagues. At daylight the
 south point of Tinian bore W. N. W. distant five or six
 miles;

miles; and at nine it bore E. two miles distant. I now sent the jolly boat to found the bay, and to come to a grappling, when a convenient birth was found for the ship to lie. In order to do this, I directed the mate to bring the same bearings on which Commodore Wallis had taken, when he anchored his Majesty's ship the Dolphin; and, to facilitate the business, I copied the bearings from the commodore's voyage, which I had by me, and delivered them to the mate. I further directed him to hoist an union jack, if the ground was good. The boat returned at noon, having found a convenient birth, and left a buoy there, as a mark for the ship's anchorage. At noon the south point bore S. by E. distant a mile and a half. Standing into the bay of Tinian.

1788.

August.

Tuesday, 5th. First part light airs and fair, wind W.; middle part moderate breezes, wind S. by W.; latter part moderate, with rain, wind S. S. W. At one P. M. we were taken aback. At two came to, with the best bower, in twenty-five fathoms, hard sand, with coral rocks; the South Point bearing S. E. by S.; Cocoa-Nut Point N. N. W.; the North Point N. W.; about a mile and half from the shore, and one mile from the reef, nearly in the spot where Captain Wallis

1788. lay, in his Majesty's ship the Dolphin. At three I sent the
August. jolly boat on shore; and at six she returned, with oranges, cocoa-nuts, some cabbages, &c. &c. and also a wild hog. Encouraged by this supply, at four A. M. I sent the yawl on shore, in order to procure more refreshments; and at eight A. M. I sent twelve of the sick on shore, that they might receive the benefit of the land air as early as possible. And, as we found the well, mentioned in Anson's Voyages, to be dry, and no water to be met with, that we could discover, within three miles of the landing-places, I likewise sent some casks on shore, together with one of the lower studding-fails, in order to catch water from the rain that fell. During the remaining part of the day the boats were employed in bringing aboard fruit, &c. &c. for stores.

Wednesday, 6th. First part fresh breezes, with rain, wind S. W.; middle and latter parts the same, wind S. The sick not being in a state to come off, at three P. M. I ordered their bedding to be sent on shore, together with a sail and some tarpaulins, for the purpose of making them a tent for the night. About nine in the morning a small party, consisting of those whose health would bear the
fatigue,

fatigue, made an excursion into the country, to kill cattle, hogs, fowls, &c.

1788.

August.

Thursday, 7th. First part fresh gales, with a heavy swell from the westward, wind W. S. W.; middle part squally, with rain, wind S. W.; latter part the same, wind S. S. W. and variable. At one P. M. finding the best bower to come home at times, let go the small bower, bent the sheet cable, and got the anchor over the side. The boat employed in bringing on board fruit, &c. &c. At five the hunters returned, with two wild hogs and a small pig. At midnight, in sounding, lost a deep sea lead, the line being cut by the coral rocks. At five A. M. hove up the small bower, and found one of the bends cut off; upon which we proceeded immediately to secure the clinch. At nine a squall coming on, we again let go the small bower, and veered away on both cables a long scope. Hoisted in the yaul. Down top-gallant yards. Our situation being now neither pleasant nor safe, I sent ashore for all the sick. In the mean time we employed ourselves in getting ready for sea, in case the wind should admit of laying out of the bay, so as to clear the north point of the breakers.

Friday, 8th. Heavy squalls, with rain, during the whole day, wind variable from S. to W. S. W. A very heavy sea rolling

1788.

August.

rolling in from the westward, at one P. M. we got, with great difficulty, all the sick on board, which afforded some abatement to the anxiety of my mind on their account. We lost to-day another deep sea lead, cut, as before, by the coral rocks. At day-break we found ourselves within two cable's length of the reef, and a very heavy sea still rolling in from the westward; at the same time the ship's company were so extremely weak and feeble, as not to be able to purchase either of the anchors. Indeed there appeared to be no possibility of heaving, from the heavy pitching of the ship; so that the people could not stand to the bars of the windlass: and the weather growing, *if possible*, worse, I determined, rather than run the risk of riding it out, to *cut* and put to sea. The danger was now so imminent, that it became absolutely necessary I should carry this determination into execution without further delay. I accordingly got a spring on the starboard cable, to cast the ship, and at half past six A. M. cut both cables at the windlass, and stood out of the bay. At three-quarters past six, a very heavy squall, with rain, split the jibb, and main top-mast stay-sail. Had the ship remained a quarter of an hour longer in the bay, I am fully persuaded, and my officers and the whole ship's company are of the same opinion, that she must inevitably have driven ashore upon the reef.

reef. We, however, by half past seven, cleared the north point of the breakers. Close reefed the top-sails, and struck the top-gallant masts. At eight handed the top-sails. Split the fore and main courses; brought a new fore-fail to the yard immediately. At ten the body of Tinian bore E. by N. distant six or seven leagues. The island of Aguian bore S. E. by E. distant eight or nine leagues; and Saypan N. E. $\frac{1}{2}$ N. distant ten or eleven leagues. Thus did I find myself obliged to forego all the benefits I hoped to have received from touching at this island. The Scarborough, whose situation was nearly similar to ours, cut out at the same time. The latitude of the body of the island of Tinian I make to be $15^{\circ} 00'$ N. and its longitude 146° E.

1788.

August.

In Anson's Voyage, Tinian is described as being nearly a terrestrial paradise. The air is said to be uncommonly healthy, and the soil dry and fertile; the land to rise in gentle slopes, from the beach to the middle of the island, often interrupted by vallies of an easy descent, many of which wind irregularly through the country, and the whole beautifully diversified by woods and lawns: the woods consisting of tall and well-spread trees, free from underwood or bushes, and most of them celebrated either for their aspect or their fruit; the lawns extensive, and composed of fine turf, covered with trefoil and various

1788. kinds of flowers; altogether affording the most enchanting prospects. Nor are the allurements of Tinian, in the account there given, confined to the beautiful appearance of the country. It was at that time so well stocked with cattle, that it was not uncommon to see herds of some thousands feeding together in a large meadow, all of them milk white, and so far from being wild, that they were shot, or run down, with ease. The island abounded likewise with wild hogs, poultry, and all kinds of tropical fruits and vegetables. It had, besides, a great number of springs and wells of good water; so that it was one of the most delightful and commodious places a ship could touch at. Such is the island of Tinian described in Anson's Voyage to be in September 1742.

When visited by Commodore Byron, in July 1765, the state of it appears to have been very different. Instead of the beautiful lawns and meadows before described, a party that were sent out to kill cattle found the trees so thick, and the ground so overgrown with underwood, that they could scarcely see three yards before them. And after having, with incredible labour and difficulty, penetrated through this brake, to their great surprise and disappointment, they found the lands entirely overgrown with a stubborn kind of a reed

1788.

August.

reed or brush, in many places as high as their heads, which greatly impeded their progress. During their excursion, they were covered with flies from head to foot. The cattle which are before described to have been so numerous and tame, were now so shy that the hunters could scarcely get a shot at them; and none were to be met with within three or four miles of the landing-place. As to the climate, Mr. Byron gives it as his opinion that it is one of the most unhealthy spots in the world; at least, he says, it was so during the season he was there, the rain being violent and incessant, and the heat so excessive as to threaten them with suffocation. They further found it to swarm with centipedes and scorpions, and likewise with a large black ant, scarcely inferior to either in the malignity of its bite; besides which, there were many other venomous insects. The water of the well from which the Centurion had been supplied, was the worst they had met with during their whole voyage, it being not only brackish, but full of worms.

According to the account given of it by Captain Wallis, who was there in September 1767, the weather was then so very sultry and hot, that their flesh meat would scarcely keep a day. He tells us that not a single cocoa-nut was

1788. to be procured within three miles of the landing-place;
August. and that the people he sent out to kill cattle, not only endured incredible fatigue, from being frequently obliged to go ten or twelve miles, through one continued thicket, but found the cattle so scarce, and so wild, as to occasion them very great trouble in the pursuit.

From the observations I was able to make, during my short stay at this island, the description given by Captain Wallis seems to correspond the nearest with the present state of it. The ground was much overgrown with underwood, and the cattle did not appear to be by far so plenty as described in Anson's Voyage, nor so easily gotten at. I have already said that the well, at which Lord Anson watered, was dry; and as for the numerous springs there spoken of, few of them fell in my way. The nearest water to the landing-place lay too far off for me to receive any benefit from it, in the present debilitated state of the ship's company. Among the trees I observed great numbers of the cotton-tree, in full bloom; and fell in with a village, the huts of which appeared to have been for some time deserted. However, the little time I was there, I got great abundance of cocoa-nuts, cabbages, bread-fruit, wild hogs,
I fowls,

fowls, &c. &c. I saw several large herds of white cattle, but was not able to manage any of them, except a few of their calves. Knowing the badness of the road in which the ship lay, and the critical situation I was in, from the sickly state of my people, I had not time to make those observations I otherwise might have done, as such different accounts had been given of this island.

1788.

August.

Saturday, 9th. First part fresh gales and squally, wind S. S. W.; middle part fresh gales and cloudy, wind S.; latter part squally, with rain, wind the same. At one P. M. the Scarborough, which had fortunately got out of the bay at the same time we did, was in company. At two we had very hard squalls, which carried away the fore-tack and sheet, and split the new fore-sail and main-sail, and blew away the fore-top-mast stay-sail. At six a heavy swell from the westward. At eight A. M. the Scarborough making the signal to speak to us, we bore down, and received her boat on board, when the chief mate informed me that Captain Marshall was dangerously ill. The many difficulties that had attended the voyage, particularly the disappointment we had just experienced, when we thought the recovery of our men was on the point of

K 2

being

1788. being effected; together with the gloomy prospect that
August. still presented itself, from the sickly state of the ships' companies, was more than his spirits were able to bear up against, though a good and active seaman, and his health became affected by it. Having myself thirteen unable to do any duty, and the remaining part being exceedingly weak and feeble, from the fatigue during the late gale, I came to the resolution of making the best of my way to Macao; more especially as the illness of the crew effectually deprived me of the power of putting back, in order to recover the cables and anchors, which had unavoidably been cut and left in Tinian Bay. The state of the water on board proved an additional obstruction to doing this; as it now ran so short as not to admit of the least delay in the prosecution of our voyage. Had I been obliged to leave the sick behind, of which, at one time, I was very apprehensive, the bringing them away would have been an object that required every exertion; but the welfare of the whole ship's company was not to be put in competition with the loss of two cables and anchors. No observation. Latitude by account $15^{\circ} 25'$ N. longitude by lunar observation $144^{\circ} 36'$ E.

Sunday,

Sunday, 10th. First part fresh gales and cloudy, wind S. S. W.; middle part moderate breezes and cloudy, wind S.; latter part moderate and fair, wind the same. At four P. M. a heavy swell from the southward, which continued during the night. All the sick that had been landed at Tinian, notwithstanding the time they were on shore was so short, and the refreshments we were able to procure there, so few, had recovered surprisingly of the scurvy; but were still very weak and emaciated. The sick list continued at thirteen. Latitude observed $15^{\circ} 45'$ N. longitude by lunar observation $143^{\circ} 29'$ E.

1788.

August.

Monday, 11th. First part moderate breezes and hazy, wind S.; middle part light airs and hazy, wind S. S. E.; latter part ditto and clear, wind the same. At three P. M. sent the jolly boat on board the Scarborough. Sick list twelve; among whom were the carpenter and boatswain. Latitude observed $15^{\circ} 27'$ N. longitude by lunar observation $142^{\circ} 38'$ E.

Tuesday, 12th. First part squally, with small rain, wind S. E. by E.; middle part moderate breezes and cloudy, wind N. E.; latter part the same, wind E. N. E. In the forenoon we brought to for the Scarborough's boat, then filled and made sail again.

1788. Sick list this day decreased one. Latitude observed $14^{\circ} 57' N.$

August. longitude by lunar observation $141^{\circ} 06' E.$

Wednesday, 13th. First part moderate breezes and hazy, wind E.; middle part light breezes and clear, wind S. S. E.; latter part moderate and fair, wind the same. At six P. M. the Scarborough spoke us. At six A. M. variation per azimuth $3^{\circ} 54' E.$ Sick list twelve. Latitude observed $14^{\circ} 28' N.$ longitude by lunar observation $139^{\circ} 41' E.$

Thursday, 14th. First part moderate breezes and fair, wind E.; middle part squally, wind S. E.; latter part fresh breezes and clear, wind E. S. E. This day, our water growing short, I put every one on board to an allowance. At four P. M. saw a gannet, and consequently kept a good-look out; but, though we saw no land, I strongly suspect there are islands unexplored hereabouts. As it was not my business to search for danger, as before observed, but to avoid it, I did not seek after them. Sick list increased to thirteen. Latitude observed $14^{\circ} 15' N.$ longitude by lunar observation $137^{\circ} 37' E.$

Friday, 15th. First part moderate and cloudy, with now and then flying squalls, and light showers, wind W.; middle part fresh breezes and cloudy, wind the same; latter part moderate and cloudy, with light showers of rain, wind the same. At

eleven

eleven A. M. the Scarborough spoke us. The sick list 1788.
 this day increased to fifteen. No observation. Latitude by August.
 account $14^{\circ} 27' N.$ longitude by lunar observation $135^{\circ} 39' E.$

Saturday, 16th. First part moderate breezes and cloudy, wind S. by E.; middle part fresh breezes and cloudy, wind the same; latter part clear, wind still S. by E. Our sick list was now increased to fifteen, so that more than one half of the ship's company were totally incapacitated from attending their duty, and many of the remainder very ill-prepared to encounter a gale of wind. Latitude observed $15^{\circ} 01' N.$ longitude by lunar observation $133^{\circ} 32' E.$

Sunday, 17th. First part moderate breezes and clear, wind S. W. by S.; middle part light airs and cloudy, wind S. W.; latter part light airs, and hazy, wind S. S. W. In the afternoon we saw a large flock of birds. Kept a good look-out. Sick list thirteen. Latitude observed $15^{\circ} 17' N.$ longitude by account $132^{\circ} 05' E.$

Monday, 18th. First part light airs, inclinable to calm, wind S. S. W.; middle part calm and cloudy; latter part light airs and cloudy, wind variable. Sick list fourteen. Latitude observed $15^{\circ} 18' N.$ longitude $132^{\circ} 51' E.$

Tuesday, 19th. First part light airs and hazy, wind E.;
 middle

1788. middle part wind and weather the same; latter part thick and hazy. Sick list as before. No observation. Latitude by August. account $15^{\circ} 16'$ N. longitude by account $132^{\circ} 30'$ E.

Wednesday, 20th. First part light airs and hazy, wind E. S. E.; middle part light squalls, with rain, wind W. S. W.; latter part moderate and clear, wind S. W. I had the pleasure to find the sick decreased this day to seven. Latitude observed $15^{\circ} 35'$ N. longitude by account $131^{\circ} 55'$ E.

Thursday, 21st. Moderate breezes and cloudy, with light showers of rain, wind S. W.; middle part squally, with rain, wind the same; latter part squally unsettled weather, wind W. During the night split the fore-top-gallant sail, and carried away the jibb-stay; and the rain was so heavy that we filled a ton of rain water. State of the sick as yesterday. No observation. Latitude by account $16^{\circ} 19'$ N. longitude by account $129^{\circ} 47'$ E.

Friday, 22d. First part fresh breezes and squally, with rain, wind S. W. by W.; middle part squally, unsettled, weather, wind variable; latter part the same, wind W. by S. At two P. M. filled two tons and a half of rain water. At six a squall split the main-top-mast stay-sail. Early in the morning a heavy sea from the S. W. At noon we
saw

saw a gannet. Sick list as before. Latitude observed $17^{\circ} 27' N.$ longitude by account $129^{\circ} 00' E.$

1788.

August.

Saturday, 23d. First part fresh breezes and squally, wind W. S. S.; middle part the same, wind S. W.; latter part still squally and unfettled, wind W. by S. At one P. M. split the main stay-fail. Sick list eight. No observation. Latitude by account $17^{\circ} 57' N.$ longitude by ditto $128^{\circ} 09' E.$

Sunday, 24th. First part fresh gales and squally, with rain, wind S. W. by S.; middle part heavy squalls, with rain, wind S. W.; latter part squally and unfettled, wind S. S. W. At three A. M. lowered the top-fails. At eleven the Scarborough spoke us. The state of the sick as yesterday. Latitude observed $18^{\circ} 21' N.$ longitude by account $127^{\circ} 00' E.$

Monday, 25th. First part fresh breezes and hazy, wind S. S. W. middle part the same; latter part squally, with rain, wind S. W. At two P. M. a heavy swell from the westward. At four A. M. lowered the top-fails. Sick list as before. No observation. Latitude by account $18^{\circ} 52' N.$ longitude by ditto $125^{\circ} 45' E.$

Tuesday, 26th. First part fresh breezes and cloudy,
wind

1788. August. wind S. W. by S.; middle part moderate breezes, with rain, wind S. by W.; latter part fresh breezes and hazy, wind the same. The sick list, to my great satisfaction, this day reduced to five. An attention to the medical directions before mentioned, and the use of such other antiscorbutics as we had on board, were productive of effects more salutary than could have been expected, considering that I had no surgeon on board. Latitude observed $19^{\circ} 15'$ N. longitude by account $124^{\circ} 22'$ E.

Wednesday, 27th. First part fresh breezes and squally, with rain, wind S. by W.; middle part fresh breezes and cloudy, wind variable; latter part moderate and clear weather, wind S. by W. Sick list four. Latitude observed $19^{\circ} 15'$ N. longitude by account $122^{\circ} 59'$ E.

Thursday, 28th. First part moderate breezes and hazy, wind S. by E; middle part the same, wind S. S. E.; latter part light breezes and hazy, wind S. W. The state of the sick as yesterday. Latitude observed $18^{\circ} 44'$ N.

Friday, 29th. First part light breezes and cloudy, wind N. W.; middle part unsettled weather, with lightning in all quarters of the horizon, wind N. N. W.

1788.

August.

latter part fresh breezes and clear, wind variable. At one P. M. passed a great quantity of sea-weed; as we likewise did about ten the next morning. At three P. M. made the signal to the Scarborough for seeing land. The state of the sick as before. Latitude observed $18^{\circ} 48' N.$

Saturday, 30th. First part steady breezes and clear, wind N. by W.; middle part the same, wind N. by E.; latter part fresh breezes and fair, wind N. N. E. At a quarter past noon saw the island of Luconia bearing W. by S. distant eleven or twelve leagues. At ten at night shewed a light to the Scarborough. At six A. M. saw the land, bearing W. by S. ten or eleven leagues distant. At ten perceived three high rocks, out of the water, which bore W. N. W. distant three or four leagues. A heavy swell from the N. E. at eleven. At twelve the Scarborough spoke us. The sick list remained in the same state as before. Latitude observed $19^{\circ} 17' N.$ longitude by account $122^{\circ} 08' E.$

Sunday, 31st. First part moderate and fair, wind N. N. E.; middle part light airs, inclinable to calm, wind N.; in the forenoon squally, with rain; at noon moderate and fair, wind the

1788. September. fame. At three P. M. the three high rocks, seen in the forenoon of yesterday, now bore S. W. by W. distant six or seven leagues. At four a very heavy swell from the N. E. At eleven A. M. the Scarborough spoke us. The sick list was now happily reduced to four. Latitude observed $19^{\circ} 32' N.$ longitude by account $122^{\circ} 11' E.$

Monday, September 1st. First part moderate breezes and clear, wind N.; middle part moderate and cloudy, wind N. N. W.; in the forenoon squally, with rain, wind N. N. E.; at noon clear weather, wind N. W. by W. At three A. M. it being squally, we were taken aback; and the same at five. Sick list as before. Latitude observed $19^{\circ} 32' N.$

Tuesday, 2d. First part moderate breezes and clear, wind W. N. W.; middle part the same, wind W.; latter part fresh breezes and hazy, wind S. W. At two P. M. several pieces of pumice stone passed us. At eleven A. M. made the signal to the Scarborough for seeing land bearing W. by S. At noon the land bore W. by N. distant eight or nine leagues. Sick list as before. Latitude observed $20^{\circ} 23' N.$

Wednesday, 3d. First part light breezes and clear, wind
S. W.;

1788.

September.

S. W.; middle part moderate and clear, wind S. W. by W. From six A. M. to eleven calm; at noon light airs and hazy, wind E. At two P. M. three islands were in sight. At three the Scarborough spoke us. At six the northernmost island in sight bore W. by N. seven or eight leagues distant. At eight the southernmost island bore S. W. by W. distant eight or nine leagues; and the northernmost W. by N. distant seven or eight leagues. During the night we ran along the islands, with very little wind. At eight in the morning we lay becalmed; when the extremes of the islands bore from S. W. by S. to W. $\frac{1}{2}$ N. At the same time the southernmost of the Bashee Islands bore S. 35° W. distant six or seven leagues; No. 2, S. 46° W. five or six leagues; No. 3, S. 55° W. six or seven leagues; No. 4, S. 64° W. five or six leagues; No. 5, S. 86° W. four or five leagues; No. 6, N. 84° W. three or four leagues. At noon the southernmost of the islands, or No. 1, bore S. 20° W. distant nine leagues; No. 4, S. 33° W. seven or eight leagues; No. 5, S. 42° W. twelve or thirteen miles; No. 6, S. 46° W. eleven or twelve miles. The extremes of the islands bore from S. S. W. to S. W. $\frac{1}{2}$ W. distant five or six leagues. Latitude observed $21^{\circ} 24'$ N.

Thursday,

1788.
September.

Thursday, 4th. First part light breezes and cloudy, wind E.; middle part steady breezes and clear, wind the same; latter part moderate and fair, wind the same. At one P.M. the Scarborough lay close in with the land, becalmed; but at two, making way towards us, I bore up, and made sail. At three the northernmost of the Bashees, or Grafton's Island, bore S. 8° W. distant five or six leagues. At four it bore S. five or six leagues. In the year 1779, Captains Gore and King, in the Resolution and Discovery, on their return to England, by way of Canton, endeavoured to make these islands. For this purpose they referred to the bearings laid down by Commodore Byron and Captain Wallis; the former of whom makes Grafton's Island to lie in latitude 21° 08' N. longitude 118° 14' E.; the latter in latitude 21° 04' N. longitude 121° E.; but though they got into the latitude there mentioned, and ran down their longitude till they must have got to the westward of them, they could not fall in with them. At six we saw land, bearing N. N. W. $\frac{1}{2}$ W. thirteen or fourteen leagues distant. At six A.M. the northernmost of the Bashees bore E. S. E. $\frac{1}{2}$ E. distant ten or eleven leagues; the land bearing N. W. by N. thirteen or fourteen leagues. At ten the Scarborough made
the

the signal to speak us. The state of the sick as before. Latitude observed $21^{\circ} 17'$ N. longitude $119^{\circ} 51'$ E.

1788.

September.

Friday, 5th. First part fresh breezes and cloudy, wind S. E.; middle part squally, with rain, and lightning from the S. W. wind S. E. by E.; latter part fresh gales and cloudy, wind E. At ten P. M. during a squall, with rain, accompanied with lightning, carried away the lower studding-sail boom, and split the studding-sail. At five A. M. in another heavy squall, with rain, split the fore-top-gallant sail. At seven made the signal to alter the course. State of the sick as before. Latitude observed $19^{\circ} 59'$ N. longitude $117^{\circ} 51'$ E.

Saturday, 6th. First part fresh gales and cloudy, wind S. E. by E.; middle and latter parts the same, with squalls at times, and a heavy sea, wind E. N. E. Nothing material during the day. Sick as before. Latitude observed, but not to be depended on, $19^{\circ} 43'$ N. longitude $115^{\circ} 32'$ E.

Sunday, 7th. First part fresh gales and squally, wind E. N. E.; middle part the same, wind N. E. by E.; latter part fresh gales, with dark, hazy, unsettled weather, wind
the

1788. the same. At five P. M. spoke the Scarborough. Sick
 {September.} list as before. Latitude by double altitude $21^{\circ} 56'$

Monday, 8th. First part fresh gales and cloudy, wind E. by N.; middle part squally, with rain, wind E.; latter part very hard squalls, with heavy rain, wind E. by N. At half past two P. M. we saw land bearing W. by N. distant three or four leagues; upon which we made the signal to the Scarborough, and brought to. At five the extremes of the land bore from W. by N. to N. W. off shore four or five leagues. At ten P. M. shewed a light to the Scarborough. At half past five A. M. saw the Lima Islands, bearing N. W. by W. distant five or six leagues. At eight the extremes of the Grand Limas bore from E. by N. to W. by N. At ten the extremes of the land bore from E. N. E. to W. by N. off shore six or seven miles. At eleven brought to, and founded, twenty-one fathoms, soft mud. No observation.

Tuesday, 9th. First part fresh gales and squally, with heavy rain, wind E. by N.; middle part moderate and cloudy, wind the same. At two P. M. the Grand Ladrone, an island lying off Macao, bore W. N. W. distant four or five

1788.

September.

five leagues. I now shortened sail, and brought to for a pilot. The weather being exceedingly hazy and tempestuous, I agreed to give forty dollars to one, to conduct the ship to Macao. At three bore up, and made sail. At four the Scarborough spoke us. At five passed the Grand Ladrone; and at half past seven came to with the best bower, in five fathoms and a quarter, in Macao-road; the town bearing E. N. E. seven or eight miles; the Typa N. E. We found a country ship of the East-India Company's riding here. The city of Macao, which is situated on an island, at the entrance of the river of Canton, belongs to the Portuguese. It was formerly richer, and more populous than it is at present, and totally independent of the Chinese; but it has lost much of its ancient consequence; for though inhabited chiefly by the Portuguese, under a governor appointed by the King of Portugal, it is entirely in the power of the Chinese, who can starve or dispossess the inhabitants whenever they please. The harbour of the Typa, which is formed by a number of islands, is about six miles distant from Macao.

Wednesday, 10th. First part moderate and hazy; middle and latter parts fresh gales and squally, with rain,
M wind

1788. September. wind E. N. E. In the afternoon, finding that the super-cargoes belonging to the Honourable the East-India Company were at Macao, I went on shore, and delivered the packet I had brought for them, containing the Company's directions relative to the cargo of tea I was to take on board. A large Danish East-Indiaman came this day to an anchor in the road.

Thursday, 11th. Fresh gales and squally, with rain, wind from E. N. E. to E. At ten the Barwell East-Indiaman, from Bencoolen, anchored here.

Friday, 12th. The weather moderate and cloudy, the wind from E. N. E. to E. and E. S. E. At ten A. M. the pilot came on board, to take the ship to Whampoa. At half past eleven weighed and made sail, and at half past nine P. M. came to an anchor in five fathoms and a half water.

Saturday, 13th. The first part squally; the middle and latter parts light breezes and clear weather, wind E. N. E. and N. E. At six A. M. weighed and made sail, the yawl ahead, towing; and at half past eleven brought to in six fathoms and a half.

Sunday, 14th. Light breezes and clear weather, wind
E. N. E.

E. N. E. to N. E. At half past five P. M. weighed and made sail, working up the river, and at half past two A. M. came to an anchor in five fathoms, on the eastern shore. At eight weighed again and made sail.

1788.

September.

Monday, 15th. Light breezes, clear and sultry weather, wind, during the first part of the day, E.; the middle part N. E.; and latter part W. N. W. At half past noon came to an anchor in six fathoms, about six or seven miles below the Bocha Tigris. At eight weighed again and made sail; and at half past midnight came to in six fathoms and a half, one mile below the Bocha Tigris. At a quarter past nine weighed again, and made sail, both boats ahead, towing. The Bocha Tigris is a narrow passage at the mouth of the river of Canton, somewhat more than a musquet-shot over. It is formed by two points of land, on each of which there is a fort; that on the right hand side consists of a battery, with eighteen embrasures, reaching to the water's edge; that on the opposite side is a large castle, resembling those in England, situated on a high rock; and, being surrounded by a grove of trees, has an agreeable and romantic appearance. These forts are thirteen leagues distant from Macao.

1788. *Tuesday, 16th.* Light airs and sultry, wind variable. At half past noon the boat of the *Ardesor*, a country ship, came to assist us up, and, at a quarter past two, we anchored in seven fathoms water, abreast of the lowermost shipping, at Whampoa. In the morning we again worked up the river, and at nine came to in six fathoms and a half, abreast of French Island. Whampoa is a small Chinese town, nine leagues above the Bocha Tigris, at which the ships of the different nations who trade here lie, in order to take in their lading. Opposite to the town are several small islands, which are allotted to the different factories, who have warehouses on them, containing stores for such ships as have occasion to dismantle and refit here. As you sail up the river of Canton, the country exhibits an agreeable prospect. For the first part, the ground on each side is level, and laid out in rice-fields; but, as you advance, it rises gradually into hills, the sides of which are cut into terraces, and planted with sugar-canes, yams, plantains, and the cotton-tree. The view is enlivened by many lofty pagodas, and a number of considerable towns within the reach of the eye.

From this time the men were employed in over-hauling
the

the rigging, &c. and making such repairs as the ship required. On the 29th the boatswain died, and the body was carried on shore the same day, to be interred on Dean's Island. This was the only person, belonging to the ship's company, whom I lost by death, from the time I left England till my return; and his decease was more to be attributed to intemperance, while on shore, than to any disorder incident to so long a voyage.

1788.
September.

No occurrences worthy of insertion happening during my stay in China, I shall only add, by way of conclusion, that I was dispatched with the same regularity and expedition as the established Indiamen usually are, and proceeded to England with a valuable cargo of teas and china-ware. And here I must not omit to mention, with grateful remembrance, the repeated civilities and attention I received from the supercargoes of the East-India Company, resident there.

F I N I S.

1788.

September

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F I N I S

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EXTRACTS OF LETTERS

FROM

ARTHUR PHILLIP, ESQ.

GOVERNOR OF NEW SOUTH WALES,

TO

LORD SYDNEY;

TO WHICH IS ANNEXED A

DESCRIPTION OF NORFOLK ISLAND,

BY

PHILIP GIDLEY KING, ESQ.

AND

An Account of Expences incurred in transporting Convicts to
NEW SOUTH WALES.

L O N D O N :

PRINTED FOR J. DEBRETT, OPPOSITE BURLINGTON-HOUSE, PICCADILLY.

MDCCXCI.

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TO WHICH IS APPENDED A

DESCRIPTION OF NORFOLK ISLAND

BY CAPTAIN CHALKER, ESQ.

AND

AN ACCOUNT OF EXPENSES INCURRED IN VISITING THE ISLAND

NEW SOUTH WALES

LONDON

PRINTED FOR J. DEBETTS, OPPOSITE BUNTINGTON HOUSE, PICCADILLY

1800

EXTRACTS

OF

LETTERS, &c. &c.

*Extracts of a Letter from Governor PHILLIP to the Right Honourable Lord
SYDNEY, dated Sydney Cove, 12th February 1790.*

WHEN the Supply left Norfolk Island, the people were all very healthy, and they had vegetables in the greatest abundance; they get fish when the weather permits to the boat to go without the reef, and, at times, in such quantities, that fish is served to the people in lieu of salt provisions. They make their lines from the flax plant, but unfortunately we have not any person who understands how to dress it.

Half a pod of cotton being found on the island, supposed to be brought there by a bird, and a cocoa-nut which was perfectly found, and appeared to have been but a short time in the water,

B

being

being thrown upon the beach, have given some reason to suppose that both these articles will be found in some island at no great distance.

Lord Howe Island has been examined, but no fresh water, or good anchorage, being found, it can be of no other advantage to this Settlement, than occasionally supplying a few turtle.

I had the honour of informing your Lordship, that a Settlement was intended to be made at a place I named Rose Hill.—At the head of this harbour there is a creek, which at half flood has water for large boats to go three miles up; and one mile higher the water is fresh, and the soil good. A very industrious man, who I brought from England, is employed there at present, and has under his direction one hundred convicts, who are employed in clearing and cultivating the ground. A barn, granary, and other necessary buildings, are erected, and twenty-seven acres in corn promise a good crop. The soil is good, and the country for twenty miles to the westward, which is as far as I have examined, lays well for cultivation; but even there the labour of clearing the ground is very great; and I have seen none that can be cultivated without cutting down the timber, except some few particular spots, which from their situation (laying at a distance from either of the harbours) can be of no advantage to us at present; and I presume the meadows mentioned in Captain Cook's voyage were seen from the high grounds about Botany Bay, and from whence they appear well

to

to the eye, but when examined are found to be marshes, the draining of which would be a work of time, and not to be attempted by the first settlers.

The captain's guard, which until lately did duty at Rose Hill, is now reduced to a lieutenant and twelve privates, and intended merely as a guard to the store which contains the provisions, and which is in the redoubt, for I am now sensible there is nothing to be apprehended from the natives; and the little attention which had been desired of the officers, more than what was immediately garrison duty, when at Rose Hill, is now no longer required.

At Sydney Cove all the officers are in good huts, and the men in barracks; and although many unforeseen difficulties have been met with, I believe there is not an individual, from the governor to the private soldier, whose situation is not more eligible at this time than he had any reason to expect it could be in the course of the three years station. And it is the same with the convicts; and those who have been any ways industrious have vegetables in plenty. The buildings now carrying on are of brick and stone. The house intended for myself was to consist of only three rooms, but having a good foundation has been enlarged, contains six rooms, and is so well built that I presume it will stand for a great number of years.

The stores have been lately over-run with rats, and they are equally numerous in the gardens, where they do considerable

damage; and as the loss in the stores could only be known by removing all the provisions, that was ordered to be done, and many casks of flour and rice were found to be damaged or totally destroyed. The loss in those two articles by the rats, since landing, has been more than twelve thousand weight.

Vegetables and provisions having been frequently stolen in the night from convicts and others, twelve convicts were chosen as a night watch; and they have actually answered the end proposed, no robbery having been committed for several months, and the convicts in general have lately behaved better than I ever expected. Only two convicts have suffered death in the last year.—Four were executed the first year.

As near two years have now passed since we first landed in this country, some judgment may be formed of the climate, and I believe a finer or more healthy climate is not to be found in any part of the world. Of one thousand and thirty people who were landed, many of whom were worn out by old age, the scurvy, and various disorders, only seventy-two have died in one-and-twenty months; and by the Surgeon's returns it appears that twenty-six of those died from disorders of long standing, and which it is more than probable would have carried them off much sooner in England. Fifty-nine children have been born in the above time.

In December the corn at Rose Hill was got in: the corn was exceeding good; about two hundred bushels of wheat, and
sixty

sixty of barley, with a small quantity of flax, Indian corn, and oats, all which is preserved for feed.—Here I beg leave to observe to your Lordship, that if settlers are sent out, and the convicts divided amongst them, this Settlement will very shortly maintain itself, but without which this country cannot be cultivated to any advantage: at present I have only one person (who has about a hundred convicts under his direction) who is employed in cultivating the ground for the public benefit, and he has returned the quantity of corn above mentioned into the public store; the officers have not raised sufficient to support the little stock they have. Some ground I have had in cultivation will return about forty bushels of wheat into store; so that the produce of the labour of the convicts employed in cultivation has been very short of what might have been expected, and which I take the liberty of pointing out to your Lordship in this place, to shew as fully as possible the state of this colony, and the necessity of the convicts being employed by those who have an interest in their labour. The giving convicts to the officers has been hitherto necessary, but it is attended with many inconveniences, for which the advantages arising to the officers do not make amends. It will not, therefore, be continued after this detachment is relieved, unless particularly directed. The numbers employed in cultivation will of course be increased, as the necessary buildings are finished, but which will be a work of time; for the numbers in this Settlement
who

who do nothing towards their own support exceed those employed for the public.

In November the Supply sailed for Norfolk Island with some convicts, and returned after being absent six weeks. All the people in that island were well, and their crops, after all they had suffered from rats, birds, and a worm which had done them considerable damage, so good that they had grain sufficient for six months bread for every one upon the island, reserving sufficient for their next year's crops.

Early in January 1790 the Supply again sailed for Norfolk Island with more convicts; and in her passage left a small party on Lord Howe Island, to turn turtle; but in fifteen days only three were taken; so that no great advantages will at present accrue from thence. The island has fresh water, but no good anchoring ground.

Since the deaths mentioned in a former part of this letter, one woman has suffered for a robbery, five children have died, and twenty-eight children have been born; making in all seventy-seven deaths, and eighty-seven births.

Extract of a Letter from Governor PHILLIP to the Right Honourable Lord SYDNEY; dated Sydney Cove, 13th of February 1790.

IN order to get a knowledge of the country round this Settlement, frequent excursions have been made since the ships sailed in November 1788; soon after which I went to Botany Bay,
and

and the five days spent in that harbour confirmed me in the opinion I had first formed of it—that it afforded no eligible situation for fixing the Settlement, and was a bad harbour, not affording good security for ships against the easterly winds, which frequently blow very hard in the winter, and which has been further proved by Captain Hunter, and the first lieutenant of the *Sirius*, when there to survey the Bay.

After having been several times with the boats to Broken Bay, in order to examine the different branches in that harbour, a river was found; but the want of provisions obliged us to return without being able to trace it to its source, which has since been done; and in the sixteen days we were then out, all those branches which had any depth of water were traced as far as the boats could proceed.

The breadth of this river (named the Hawkesbury) is from 300 to 800 feet; and it appears from the soundings we had to be navigable for the largest merchant ships to the foot of Richmond Hill; but as the water near the head of the river sometimes rises after very heavy rains thirty feet above its common level, it would not be safe for ships to go so far up; but fifteen or twenty miles below Richmond Hill they would lay in fresh water, and perfectly safe. I speak of Richmond Hill as being the head of the river, it there growing very shallow, and dividing into two branches.

The high rocky country which forms Broken Bay is lost as
you

you proceed up the Hawkesbury, and the banks of the river are there covered with timber, the soil a rich light mould ; and, judging from the little we saw of the country, I should suppose it good land to a very considerable extent ; the other branches of fresh water are shoal, but probably run many miles further into the country than we could trace them with our boats. On these rivers we saw great numbers of wild ducks, and some black swans ; and on the banks of the Hawkesbury several decoys made by the natives for to catch the quail.

Richmond Hill (near the foot of which a fall of water prevented our proceeding further with the boats) is the southern extremity of a range of hills, which, running to the northward, most probably join the mountains which lay nearly parallel to the coast, from fifty to sixty miles inland. The soil of Richmond Hill is good, and it lays well for cultivation. Our prospect from the hill was very extensive to the southward and eastward ; the country appearing, from the height at which we were, to be a level covered with timber : there is a flat of six or seven miles between Richmond Hill and a break in the mountains, which separates Landdowne and Carmarthen Hills ; and in this flat, I suppose, the Hawkesbury continues its course, but which could not be seen for the timber, that, with very few exceptions, covers the country wherever the soil is good.

The great advantages of so noble a river, when a Settlement can be made on its banks, will be obvious to your Lordship.

The

The Settlement made at Port Jackson, near the head of the harbour (Rose Hill) very fully answers my expectations—the soil is exceeding good, lays well for cultivation, and is well watered. Six miles to the southward there is a small fresh water river, and twenty miles to the westward there is a more considerable river, the source of which I suppose to be at the foot of the mountains. The banks of this river, which most probably empties itself into the Hawkesbury, are high; the soil a good light mould, and covered with trees; the wood of some of those trees is very light; they are about the size of large walnut trees, which they resemble; they shed their leaves, and bear a small fruit, which is said to be very wholesome. This river likewise frequently rises thirty feet above its common level; it is, as far as I have seen it, from 300 to 400 feet in breadth, I named it the Nepean, and its source will be traced in the course of the winter, and from its banks I hope to reach the mountains, which has been attempted by a party who crossed the river, but after the first day's journey they met with such a constant succession of deep ravines, the sides of which were frequently inaccessible, that they returned, not having been able to proceed above fifteen miles in five days; when they turned back they supposed themselves to be twelve mile sfrom the foot of the mountains.

As the land for several miles to the southward, and twenty miles to the westward of Rose Hill, that is, to the banks of

the Nepean, is as fine land for tillage as most in England (some few particular spots excepted, the soil of which is poor, but bears a very small proportion to the good land), I propose that tract of land for those settlers which may be sent out; and though they will be placed at some distance from each other, for the conveniency of water (from one to three or four miles), they will have nothing to apprehend from the natives, who avoid those parts we most frequent, and always retire at the sight of two or three people who are armed.

As the labour of clearing the ground of timber will be great, I think each settler should not have less than twenty men on his farm, which I suppose to be from five hundred to one thousand acres: It will be necessary to give that number of convicts to those settlers who come out, and to support them for two years from the public stores; in that time, if they are any ways industrious, they will be in a situation to support themselves, and I do not think they will be able to do it in less time. At the expiration of the two years they may return half the convicts they have been allowed, and would want no further assistance from government.

It may be necessary to grant lands to officers and soldiers, who becoming settlers will of course be entitled to every indulgence; but few of the officers now here have reaped any great advantage from being allowed convicts; and it is attended with unavoidable inconvenience from those convicts being left
so

so much to themselves, and from their mixing with the soldiers. It may be found more to the advantage of the Crown and the officers likewise, if officers on duty in this Settlement were allowed a certain quantity of grain to support their live stock, until they have a market to go to, and I make no doubt but that in the third year from the time settlers arrive there will be a market well supplied with grain, poultry, hogs, and goats, of all which there has been a great increase, but killed, from wanting corn to support them; and the natives so frequently setting fire to the country, which they do to catch the opossum, flying squirrel, and other animals, has prevented swine from being turned out, as was intended.

If this plan, of distributing amongst the settlers those convicts who are not immediately necessary for carrying on the public works, is approved of, and which I propose, as appearing to me the most likely to render this Settlement independent for the necessaries of life in the shortest time possible, there are many regulations which will of course take place.

Extracts of a Letter from Governor PHILLIP to Lord SYDNEY; dated Government House, Sydney Cove, April 11th, 1790.

THE quantity of flour brought from the Cape of Good Hope by the Sirius was less than I expected—Four months flour only for the Settlement, and a year's provisions for the ship's company; and it was necessary to give the ship a very con-

considerable repair before she could be sent to sea again, which was not completed before the middle of January, when I had reason to expect ships from England in the course of a few weeks. The sending to the islands would have answered as far as procuring live stock to breed from, but which was not immediately wanted; and what the Sirius could have brought for the consumption of such a number of people, would have been but a very small relief. Howe Island has been tried several times, and only a few turtle procured.

The goodness of the soil on Norfolk Island, and the industry of those employed there, rendered that island a resource, and the only one that offered, when, from the time which had passed since my letters might be supposed to have been received in England, there was reason to suppose some accident had happened to the store ships sent out.

I therefore ordered two companies of marines to be ready to embark with a number of convicts, by the 5th of March, if no ship arrived before that time; and a proportion of what provisions and stores remained in this Settlement being put on board the Sirius and Supply, sixty-five officers and men, with five women and children from the detachment and civil department, one hundred and sixteen male and sixty-seven female convicts, with twenty-seven children, embarked and sailed the 6th of March.

The advantage I expected by sending away such a number
of

of people, was from the little garden ground they would leave, and which would also assist those who remained, and the fish which might be caught in the winter would go the further; at the same time those sent to Norfolk Island would have resources in the great abundance of vegetables raised there, and in fish and birds, which this Settlement could not afford them; and it was my intention to have sent more convicts to that island, if there had not been this necessity.

The provisions sent, with what was on the Island, and the wheat and Indian corn raised there, more than would be necessary for seed, was calculated to last full as long as the provisions in this place; and at Norfolk Island, from the richness of the soil, a man may support himself with little assistance from the store after the timber is cleared away.

As I wished to send an officer to England who could give such information as cannot be conveyed by letters, and the detachment was now divided, I replaced the officer who was superintendant and commandant at Norfolk Island, by Major Ross; the officer I have recalled having been two years on the island, is very capable of pointing out the advantages which may be expected from it, and I think it promises to answer very fully the end proposed by making the Settlement; it will be a place of security for the convicts, where they will soon support themselves, and where they may be advantageously employed in cultivating the flax plant.

Extracts from Instructions given by Governor PHILLIP to the Lieutenant Governor, during his Command at Norfolk Island; dated 2d March, 1790.

“YOU will cause the convicts to be employed in the cultivation of the land, in such manner as shall appear to you the best calculated to render that Settlement independent, as far as respects the necessaries of life, paying such attention to the cultivation of the flax plant as your situation will admit of, and which is to be the principal object, when the necessaries of life are secured to the settlers.

“As from the great increase of corn and other vegetable food, which may be expected from a common industry and in so fertile a soil, after a certain quantity of ground is cleared and in cultivation, as well as from the natural increase of swine and other animals, it cannot be expedient that all the convicts should be employed in attending only to the object of provisions, you are to cause the greatest possible number of these people to be employed in cultivating and dressing the flax plant, as a means of acquiring cloathing for themselves and others persons, who may become settlers, as well as for a variety of maritime purposes, and for which its superior excellence renders it a desirable object in Europe.

“You will at every opportunity transmit to me all such remarks or observations as you may make respecting the nature of the soil on the island, and point out such means as may appear

appear to you the most likely to answer the views of government in the cultivation of the flax plant, and in rendering that island independent for the necessaries of life, and for the order and government of the settlers thereon, that such information may from me be transmitted to his Majesty's Ministers."

DESCRIPTION OF NORFOLK ISLAND.

NORFOLK Island is situated in the latitude $29^{\circ} 00'$, and in the longitude of $168^{\circ} 00'$ east: its form is nearly an oblong, and contains from twelve to fourteen thousand acres.

The face of the country is hilly, and some of the vallies are tolerably large for the size of the island; many of the hills are very steep, and some few so very perpendicular that they cannot be cultivated; but where such situations are, they will do very well for fuel; on the tops of the hill are some extensive flats.

Mount Pitt is the only remarkable high hill in the island, and is about one hundred and fifty fathoms high. The cliffs which surround the island are about forty fathoms high, and perpendicular; the basis of the island is a hard firm clay. The whole island is covered with a thick wood, choaked up with underwood.

The island is well supplied with many streams of very fine water;

water; many of which are sufficiently large to turn any number of mills. These springs are full of very large eels.

From the coast to the summit of Mount Pitt is a continuation of the richest and deepest soil in the world, which varies from a rich black mould to a fat red earth; we have dug down forty feet, and found the same soil; the air is very wholesome, and the climate may be called a very healthy one; there has been no sickness since I first landed on the island.

There are five kinds of trees on the island, which are good timber, viz. the pine, live oak, a yellow wood, a hard black wood, and a wood not unlike the English beech. The pine trees are of a great size, many of which are from 180 to 220 feet in height, and from six to nine feet in diameter. Those trees, which are from 100 to 180 feet in height, are in general sound; from the root to the lower branches there is from 80 to 90 feet of sound timber, the rest is too hard and knotty for use; it sometimes happens, that after cutting off twenty feet from the butt, it becomes rotten or shakey, for which reason no dependance can be put in it for large masts or yards. The timber of the pine is very useful in buildings, and is plentiful along the coast; its dispersed situation in the interior parts of the island is well calculated for erecting such buildings as may be necessary. From what I have seen of this wood, I think it is very durable. Two boats have been built of it, and have answered the purpose fully.

The

The live oak, yellow wood, black wood, and beech, are all of a close grain, and are a durable wood.

The flax plant of New Zealand grows spontaneously in many parts of the island, but mostly abounds on the sea coast, where there is a very great quantity of it; the leaves of which the flax is made is, when full grown, six feet long and six inches wide; each plant contains seven of those leaves; a strong woody stalk rises from the centre, which bears the flowers; it seeds annually, and the old leaves are forced out by young ones every year. Every method has been tried to work it, but I much fear that until a native of New Zealand can be carried to Norfolk Island, that the method of dressing that valuable commodity will not be known; and, could that be obtained, I have no doubt but Norfolk Island would very soon cloath the inhabitants of New South Wales.

There are a great quantity of pigeons, parrots, hawks, and other smaller birds, which are now in a wild state.

The ground is much infested with different kinds of the grub worm, which are very destructive to the growth of vegetables; they are mostly troublesome about the spring. It is to be hoped that when more ground is cleared away, that this evil will cease.

There is no quadrupede on the island except the rat, which is much smaller than the Norway rat: these vermin were very troublesome when first we landed, but at present there are but very few.

The coasts of the island abound with very fine fish. No opportunities were ever lost of sending the boat out, which enabled us to make a saving of two pounds of meat, each man, a week.

The coasts of the island are in general steep too, and excepting at Sydney, Anson, Ball, and Cascade Bays, they are inaccessible, being surrounded by steep perpendicular cliffs rising from the sea. Some rocks are scattered about close to the shore.

Sydney Bay, on the south side of the island, is where the Settlement is made: landing at this place entirely depends on the wind and the weather; I have seen as good landing as in the Thames, for a fortnight or three weeks together, and I have often seen it impracticable to land for ten or twelve days successively, but it is much oftener good landing than bad.

Anson Bay is a small bay with a sandy beach, where landing is in general good, with an off-shore wind and moderate weather; but as the interior parts of the island are so difficult of access from thence, no ship's boats have ever landed there.

Ball Bay is on the south-east side of the island, the beach is a large loose stone: when landing is bad in Sydney Bay, it is very good here, as it also is in Cascade Bay, on the north side of the island.

During the winter months, viz. from April to August, the general winds are the south and south-west, with heavy gales at times. In the summer the south-east wind blows almost constant.

The

The spring is visible in August, but the native trees, and many plants in the island, are in a constant state of flowering: the summer is warm, and sometimes the droughts are very great; all the grain and European plants seeded in December; from February to August may be called the rainy season, not that I think there is any stated times for rains in these months, as it is sometimes very fine weather for a fortnight together, but when the rain does fall, it is in torrents; I do not remember above three claps of thunder during the time I was on the island. The winter is very pleasant, and it never freezes.

The proper time for sowing wheat and barley is from May to August, and is got in in December; that which has been sowed has produced twenty-five fold, and I think the increase may be greater. Two bushels of barley sowed in 1789 produced twenty-four bushels of a sound full grain.

The Indian corn produces well, and is, in my opinion, the best grain to cultivate in any quantity, on account of the little trouble attending its growth, and manufacturing for eating.

The Rio Janeiro sugar cane grows very well, and is thriving.

Vines and oranges are very thriving; of the former there will be a great quantity in a few years.

Potatoes thrive remarkably well, and yield a very great increase; I think two crops a year of that article may be got with great ease.

Every kind of garden vegetable thrives well, and comes to great perfection.

The quantity of ground cleared, and in cultivation, belonging to the public, was, on the 13th March 1790, from twenty-eight to thirty-two acres, and about eighteen cleared by free people and convicts for their gardens.

PHILIP GIDLEY KING.

London,
January 10th, 1791.

AN ACCOUNT

OF

The Number of Convicts which have been shipped from England for New South Wales, and of the Number intended to be sent in the Ships now under Orders for that Service: Made out pursuant to an Order of the Honourable House of Commons, dated 9th February 1791.

	Numbers.
Convicts shipped — — — — —	2,029
Convicts intended to be sent in the Ships now under Orders — —	1,830
	3,859

Treasury Chambers,
18th March, 1791.

CHARLES LONG.

AN ACCOUNT

Of the Expence incurred in transporting Convicts to New South Wales, as far as the same can be made up: Pursuant to an Order of the Honourable House of Commons, dated the 9th of February 1791.

NATURE OF THE EXPENCES.	AMOUNT.
	<i>£ s. d.</i>
Freight of the Transport Ships, with the Expence of fitting them for the Service — — — —	42,271 — 4
Clothing, Slops, and Bedding — — — —	4,939 16 8
Victualling and providing for the Convicts and the Marine Guard, prior to sailing, as also on the Passage, and for a Store there; viz.	
Prior to sailing — — — —	4,324 1 11
On the Passage — — — —	7,310 12 2
For a Store at New South Wales — — — —	16,205 3 —
Wine, Effence of Malt, &c. — — — —	381 15 1
Handcuffs and Irons for securing the Convicts — — — —	42 — 1
Stationary for the Commissary of Stores and Provisions, and for the Commanding Officer of Marines — — — —	63 19 4
Tools, Implements of Husbandry, &c. — — — —	3,056 8 7
Marquees and Camp Equipage for Marine Officers — — — —	389 4 1
Portable House for the Governor — — — —	130 — —
Medicines, Drugs, Surgeons Instruments, and Neccessaries — — — —	1,429 15 5
Seed Grain — — — —	286 17 4
Old Canvas supplied from Portsmouth Dock Yard, for Tents, &c. for the Convicts, until Huts could be erected — — — —	69 — 9
Hearths, Coppers, &c. for the Use of the Settlement — — — —	118 10 3
Pay and Disbursements of the Agent to the Transports employed on this Service — — — —	881 6 6
This Expence has been incurred upon the First Expedition, and is all paid — — — —	81,899 11 6

NATURE OF THE EXPENCES.	AMOUNT.
<p style="text-align: right;">Brought over —</p> <p>Charge of clothing, victualling, and transporting Female Convicts in the Lady Juliana, hired in December 1788; viz.</p>	81,899 11 6
<p style="text-align: right;">£. s. d.</p> <p>Paid already upon Account — — 4,269 18 9 } Estimate of what more may be due, upon the Sup- position that the Ship may have been discharged at Port Jackson from the Pay of this Board, at the End of August last — — — 3,454 3 2 }</p>	7,724 1 11
<p>Charge of the Justinian, hired in November 1789, for a Store Ship to Port Jackson, and from thence to proceed to China to bring home Teas for the East India Company; viz.</p>	
<p style="text-align: right;">£. s. d.</p> <p>Freight for Two Years, the Time calculated for the Performance of those Services out and home — 7,389 — — Deduct what may be expected to be received from the Company for Freight of the Teas she may bring Home — — — — 5,000 — —</p>	
<p style="text-align: right;">There remains the Sum of —</p>	2,389 — —
<p>Note.—£. 623. 2, Part of the Sum of £. 2,389, being the Amount of the Expence incurred on Account of this Ship, according to the above Estimate, has been already paid, which leaves a Ba- lance due of £. 1,765. 18.</p>	
<p>Pay and Disbursements of the Two Agents who went out in the Lady Juliana and Justinian — — — —</p>	1,500 — —
<p>Charge of victualling, clothing, and transporting Convicts, ac- cording to Agreements with Mr. Whitlock, in August 1789, and with Messrs. Camden, Calvert, and King, in November 1790; viz.</p>	
<p style="text-align: right;">£. s. d.</p> <p>Paid upon Account to Mr. Whitlock — — 17,463 3 9 } D^o — to Messrs. Camden, Calvert, and King — — — 30,100 — —</p>	
<p>The Total Expence cannot be known until the Service is over, and the Accounts are settled; but it is estimated that what will remain due upon the above two Agreements will not pro- bably be less than — — — 20,000 — —</p>	67,563 3 9
£.	160,075 17 2

The Expenditure incurred on his Majesty's Ships sent on Service to New South Wales, is estimated to be as under; viz.

			£.	s.	d.
On the Sirius	—	—	45,183	—	—
Supply Tender	—	—	17,283	—	—
Guardian	—	—	22,924	—	—
Gorgon	—	—	10,211	—	—
			<u>95,601</u>	—	—

Whitehall, Treasury Chambers,
18th March, 1791.

CHARLES LONG.

N. B.—In the preceding Account, the Charges incurred for the Transport of 200 Convicts from Ireland are included.

An ACCOUNT of the Quantity and Cost of the Provisions and Stores which have been sent to New South Wales for the Maintenance and Support of the Settlements there, as far as the same Account can be made up: Pursuant to an Order of the Honourable House of Commons, dated 9th February 1791.

	£.	s.	d.	£.	s.	d.
600 Tons of Provisions shipped in June and July 1789	12,034	8	6			
300 Tons of Provisions shipped in December — 1789	6,178	4	—			
450 Tons D° — D° — February 1791	9,514	10	2			
	<hr/>			27,727	2	8
Clothing, comprehending Leather, Shoes, Stockings, Hats, Cloth, Ozenburgs, Blankets, Rugs, Tape, Thread, &c. — — — —	16,865	2	3 $\frac{1}{4}$			
Implements, &c. comprehending Implements of Husbandry, Iron, Steel, Blacksmith, Armourer, Carter, Bricklayer, and Masons Tools, Nails, Hoes, Axes, Glaſs, Iron Pots, Tin Plates, Fishing Tackle, Hooks, Twine, Thread, Rope, Hawfers, Pig, and Sheet Lead, Shot, Ball, Gunpowder, Bowls, Paints, Oil, Canvas, Bibles, Prayer and other Books, Weights, Scales, Measures, Waggon, &c. —	11,772	10	3 $\frac{3}{4}$			
Medicines, Hospital Stores, comprehending a moveable Hospital, Sheets, Blankets, Rugs, Palliaſſes, Chirurgical Instruments and Neceſſaries, Pewter, Tin, and Copper Ware, Kettles, Wine, Vinegar, Groceries, Flannel, Salt, Hammocks, Soup, Oatmeal, Barley, Rice, Sago, &c. — — — —	23,129	8	—			
	51,767	—	7 $\frac{1}{2}$			
Off Discounts —	2,011	2	1			
	<hr/>			49,755	18	6 $\frac{1}{2}$
Amount of Bills drawn by Governor Phillip and Commissary Miller on the Lords of the Treasury for sundry Provisions, Stores, and Neceſſaries for the Use of the Settlement — — — —	—	—	—			
				7,070	3	6
	<hr/>			£. 84,553	4	8 $\frac{1}{2}$

In the foregoing Account is included the Cost of Twelve Months Provisions, Clothing, Stores, &c. for 200 Convicts from Ireland, after their Arrival.

Treasury Chambers,
18th March 1791.

CHARLES LONG.

An ACCOUNT of the Charge and Expende of the Civil and Military Establishments in the Settlements of New South Wales: Pursuant to an Order of the Honourable House of Commons, dated the 9th of February 1791.

	£.	s.	d.	£.	s.	d.
Civil Establishment to 10th of October 1790	—	—	—	13,190	17	8
Military Establishment.						
Pay of Marines to 1st January 1791, about	—	18,784	—			
Charge of the New South Wales Corps, from 5th June to 24th December 1789, including Levy Money, the Allowance for Clothing, and Accoutrements, and Contingencies	—	4,758	8 11			
The Charge of the said Corps for the Year 1790, according to the Establishment	—	6,134	7 3	29,669	16	2
Total Expende of the Civil and Military Establishment, from the Commencement thereof in 1787 to the present Period	—	—	£.	42,860	13	10
Future Annual Expende of the Civil Establishment	—	3,856	—			
Future Annual Charge of the Military Establishment	—	6,134	7 3			
	£.	9,990	7 3			

Treasury Chambers,
18th March, 1791.

CHARLES LONG.

THE HISTORY OF THE
CITY OF BOSTON
FROM THE FIRST SETTLEMENT
TO THE PRESENT TIME

BY NATHANIEL BENTLEY

VOLUME II

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