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Admiral
by J. P. Reynolds
to 20th

State of Rhode Island.
State Library.



H. Sanford,
President of the Board

Oct. 11. 1856.

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Salem

C. C. Miller

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A D D R E S S ,

ON

THE SUBJECT

OF A

SURVEYING AND EXPLORING EXPEDITION

TO THE

PACIFIC OCEAN AND SOUTH SEAS.

DELIVERED

IN THE HALL OF REPRESENTATIVES ON THE EVENING OF APRIL 3, 1836.

BY J. N. REYNOLDS.

WITH

CORRESPONDENCE AND DOCUMENTS.

"The assembly to which I address myself, is too enlightened not to be fully sensible, how much a flourishing state of the arts and sciences contributes to national prosperity and reputation."—*Washington's Message to Congress, Dec. 7th, 1796.*

NEW YORK.

PUBLISHED BY HARPER & BROTHERS.

1836.

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"HOUSE OF REPRESENTATIVES, April 2d, 1836.

"Mr. Pearce, of Rhode Island, from the Committee on Commerce, reported the following resolution:—

"Resolved, That the use of this Hall be granted to J. N. Reynolds, Esq., on Saturday evening next, for the purpose of delivering an address, on the subject of an Expedition, or Voyage of Discovery, to the South Sea and Pacific Ocean.

"The Resolution was agreed to."

Dir.
Decker
9-14-50
H. E. G.

P R E F A C E .

MM
ON the 3d of April, I delivered the following discourse, on the subject embraced in the Resolution of the 2d; and, from a wish to make my views as extensively known to the public as possible, have concluded to do it, through the medium of the public press. To the remarks then offered, I have made a few additions, such as naturally grew out of the progress of the measures taken in congress, and among the scientific throughout the country. I have received several letters from distinguished individuals, having a direct and luminous bearing on the great objects of the enterprise, which I deem it my duty to make public. In some of them, my friends have spoken with warmth and partiality of me, and my humble labors, which it may seem like vanity in me to publish; but I have no right to garble their letters, and, therefore, must give them entire. I can, however, assure my readers, that the exertions of ten years, in a cause of magnitude and of a public character, now shaded with fears, and now cheered by hopes, have taken away much of the susceptibility of feeling, which generally follows praise or blame. The address, correspondence,

and documents, contained in the following pages, may, perhaps, be regarded as the *argument, history, and projé*, of the intended expedition, and, in this view, may be of some interest to the public, at the present time. I am aware that more might have been said, and better said, on this subject; and I shall, therefore, be happy in finding that the reader has added new arguments to mine, to give an impulse and character to a great national undertaking.

J. N. R.

New York, Oct. 10, 1836.

A D D R E S S .

BELIEVING that it is the sacred duty of every member of society to contribute, according to his possessions, to the general treasury of knowledge, I have come, on this occasion, to cast in my mite; happy that I have something to offer, and humble that the offering is of no greater value.

At an early period of my life I imbibed a relish, perhaps accidentally, for books of voyages and travels, when I had not as yet seen the ocean. Though a dweller in the western forests, I could reason from effects to causes, and needed only the roughly sketched history of the early settlement of our country to convince me, that the maritime enterprise of our ancestors was an important element in the foundation of our subsequent power; and that whatever tended to increase the stimulus to exertion, and extend the field of commercial research, was to add more to our national resources, than to discover mines of diamonds, or heap our treasures with coined gold. The analogy of the sister branches, agriculture and manufactures have come to our aid; and if when fields are run out, the farmer is obliged to till new ones; and if when markets fail, the ingenuity of the manufacturer is tasked to find others, surely he who can indicate to our rapidly increasing marine a new and untried sea, or an undiscovered island, where enterprise may be enriched, and the country acquire a footing, deserves well of his fellow-men.

Discovery, therefore, though the term be disguised by the mode of applying it, has added much to the success of every great interest in every country, and it is in this connection that we propose to show :

First, by a general outline, what our forefathers have done,—with the spirit they evinced ;

Secondly, what our neighbours have accomplished ; and,

Lastly, what remains for us to do, and the reasons why we should do it.

At the commencement of the seventeenth century, the settlements of American colonists were but so many watchfires along the shores of the Atlantic, whose light reflected upon the waters by the surrounding forests, invited the seafarer and emigrant, whether allured to our shores by the love of enterprise, or driven to seek refuge in a new world from the political convulsions of the old. In an incredibly short time they became acquainted, not only with the general outline of the coast, but also with our harbours, bays, and rivers, even to the nicest indentations, and with a hardihood and sagacious foresight which has no parallel in history, fitted out exploring expeditions to obtain a more accurate knowledge of our shores, when the Indian was prowling around their dwellings, and the population was scarcely sufficiently numerous to raise the necessaries of life. John Smith of Virginia, in 1614, six years before the pilgrims raised their huts on the sands of Plymouth, coasted along the shore from James River to Portsmouth, and surveyed the harbours and islands of New England. The pilgrims, too, though thinned by an epidemic to nearly half their number, hardly waited for a summer's sun, before they commenced ship-building, with the intent of exploring the southern coast, and trafficking with the natives.

In less than half a century, the amount of American tonnage was considerably increased, and had begun to excite, in a slight degree, the jealousy of the mother country, which was afterwards

so strongly manifested by her coercive acts. A reference to the records of the times will show, that in 1665, when the militia of Massachusetts did not exceed four thousand in number, she possessed eighty vessels of between twenty and forty tons burthen; about forty of between forty and one hundred tons; and twelve ships of one hundred tons and upward. New-York, likewise, having about this time fallen into the hands of the English, was aroused from her apathetic slumber, and like an awakened giant, conscious of inbred might, began to stretch her arms along the adjoining coasts and over the ocean, gathering up the richest products of the old and new world, and giving in return the first fruits of the almost untouched mines of our internal resources.

Those also whose inclination led them to become the pioneers of the wilderness, carried with them the same disposition, and next to the log hut, before making a wheelbarrow or a cart, they hollowed out a log to cross the nearest expanse of water, and commune with the settlers on the opposite side of the stream. But perhaps the ardour with which the colonists pursued the fisheries is the most striking feature in our maritime history, since it wrung reluctant praise from our enemies, and called forth the eulogiums of the most distinguished orators and statesmen.*

* On this subject, we cannot deny ourselves the pleasure of extracting a glowing fragment of eloquence from the gifted Burke, in his celebrated speech, delivered in Parliament, on American conciliation:

“As to the wealth which the Colonies have drawn from the sea by their fisheries, you had all that matter fully opened at your bar. You surely thought those acquisitions of value, for they seemed even to excite your envy; and yet the spirit, by which that enterprising employment has been exercised, ought rather, in my opinion, to have raised your esteem and admiration. And pray, sir, what in the world is equal to it? Pass by the other parts, and look at the manner in which the people of New England have of late carried on the whale fisheries, whilst we follow them among the tumbling mountains of ice, and behold them penetrating into the deepest frozen recesses of Hudson’s Bay, and Davis’s Straits; whilst we are looking for them beneath the Arctic circle, we hear that they have pierced into the opposite region of polar cold; that they are at the antipodes, and engaged under the frozen Serpent of the South. Falkland Island, which seemed too remote and romantic an object for the grasp of

These facts must show conclusively, that the elements of maritime enterprise have been from the earliest period of our history incorporated with the character of our people.

From this lucrative employment foreign commerce grew and flourished, and through this and the lumber and fur trade, was derived the circulating medium of the country; but still much of the trade of the interior was subject to many inconveniences from the difficulties of transportation. The increasing power of England, as manifested by the prosperity of her American colonies, was viewed by France with undisguised alarm, and was the principal cause of the first and second French wars, in which the main struggle was upon American ground. This put into requisition all the energies of the colonists, who, at their own expense, fitted out numerous privateers, which were the source of no less annoyance to the enemy than of wealth to their owners, and which contributed the most timely and efficient assistance to the mother country.

It was in this school of hardship, at an early period, that we acquired that naval science, and familiarity with the ocean, which soon after enabled us to compete with that power whose peculiar boast is that she rules the waves, and whose sons glory that their "march is on the mountain wave, their home is on the deep." It was by passing this trying ordeal, and braving the winter's cold

national ambition, is but a stage and resting place in the progress of their victorious industry.

"Nor is the equinoctial heat more discouraging to them, than the accumulated winter of both the Poles. We know that whilst some of them draw the line, and strike the harpoon on the coast of Africa, others run the longitude, and pursue their gigantic game along the coast of Brazil. No sea but what is vexed by their fisheries. No climate that is not witness to their toils. Neither the perseverance of Holland, nor the activity of France, nor the dexterous and firm sagacity of English enterprise, ever carried this most perilous mode of hard industry to the extent to which it has been pushed by this recent people; a people who are still, as it were, but in the gristle, and not yet hardened into the bone of manhood."

and summer's heat in the probationary war with France, that we were trained by the wise hand of a superintending Providence for the war of Independence. Then it was, that from a state of utter debasement, we raised ourselves to the rank of a maritime nation, and with vessels equipped, for the most part by individual enterprise, made ourselves more formidable to English commerce than France with all her naval force had ever been. From the vessels captured, near two thousand in number, from the enemy, our army was supplied with clothing and ammunition at two of the most critical periods of the revolution; and Washington himself expressly says, that the army would have inevitably been forced to retreat, and perhaps disband itself when besieging Boston, had not two English ships, laden with military stores, been captured by Captain Manly in Boston harbour. This occurred when there remained but two barrels of gunpowder for twenty thousand men. Many other instances might be adduced to show how invaluable was the aid afforded by our infant marine at that eventful crisis in our past history.

At the close of the war, commerce began anew upon a more enlarged scale, and higher enterprise; but there were numerous obstacles in the way, until after the adoption of the federal constitution. Prior to that period, a *committee* of marine had managed all our maritime affairs, and their energies were often wasted in considering first principles, now so well established. In 1794, the first proposition for forming a navy was made in congress under the constitution. In 1798, all our naval force was called into requisition, and covered itself with glory; and subsequently secured the admiration of the world, in humbling the fierce corsairs of the Mediterranean. Thus our commerce had been in some measure protected, and our national honour defended, before the war of 1812.

While trammelled in the fetters of colonial dependance, the colonists had shown themselves eager to perform everything .

within the compass of their abilities, to aid commercial enterprise; and not satisfied with the mere examination of dangerous shoals and sand-banks, had made scientific observations to enable the sailor to ascertain his course with greater precision and safety. Twice did they send scientific men to distant parts of the country, to observe the transit of Venus over the sun; and they accomplished their task with astonishing accuracy, considering how imperfect the instruments they used were, when compared with those of the present day. Since the Declaration of Independence, however, till the period of the last war, it is not known that government expended anything (if we except a small appropriation for the expedition to the Rocky mountains) in behalf of scientific or exploring expeditions.

Can any reason be assigned for this neglect? Perhaps it may be found in the peculiar state of our great interests at that exciting period. The agriculturist, viewing the constantly accumulating profits of the merchant, thought it useless to support any measure which might throw yet more wealth into his scale. The merchant, on his side, engrossed in the pursuit of wealth, could not stop to calculate dangers between him and his contemplated result; or, if he had, could he wait for their removal?

At this time there was but little competition among merchants;—each had enough to do. Soon after the French Revolution broke out, and the European nations were in arms, we had the carrying trade to ourselves, and accumulated wealth beyond the profits of any people in modern times.

But the golden harvest did not last long. In 1806, the exactions of the belligerent powers grew more oppressive, and our commerce met with many severe checks and embarrassments. The embargo of 1807 followed the Berlin and Milan decrees, together with the British orders in council, and non-intercourse and war ensued soon after. Our navy had not been increased in any degree commensurate with the extent of our commerce; and

Accordingly, though it covered itself with glory at that trying period, it proved inadequate to the protection of our ships on the high seas, and we emerged from the contest with a commercial marine crippled and diminished to an alarming extent.

But no sooner had peace been proclaimed, than our commerce again flourished, and chartered every gale. The South Atlantic and Pacific oceans, where our enterprise had been checked, became our highways, and every estuary and river was again the resort of our hardy navigators. It is only with this new Saturnian reign that my dawn of recollection commences, and then only after some years of this prosperous epoch had elapsed. Not only had new channels of trade been opened by the persevering industry of our merchants, until the extreme east had been laid under contribution, but our fisheries had again extended from our coasts to the shores of Brazil, thence running the longitude to Africa, and around each cape throughout the great Pacific and Indian oceans, to the Maldives and the Isles of Japan. New staple productions of agriculture had likewise sprung up in the interval; and cotton, which had been introduced into this country several years subsequent to the Revolutionary War, as a mere botanical experiment, now became the most important article of commerce, throwing into a secondary rank bread-stuffs, tobacco, rice, and other articles formerly first in the commercial scale. The milder climes of the south had used cotton stuffs almost exclusively as wearing apparel; but not so the northern, till the improvements in machinery had so facilitated their fabrication that millions are now clothed in manufactures of this article. The sugar of the south, with the hemp and flax of the west, had by this time come into general use, and the upper region supplied bagging for the lower country. The manufacturers, after no small opposition from rival interests, began to influence national economy; and having succeeded in establishing themselves, were of no doubtful success. The march of internal improvements had

now commenced, with cautious and prudential pleadings on the one hand, and enthusiastic, uncalculating ardour on the other, and in its progress soon opened new markets for our agricultural and manufactured wealth. By these means, where the necessaries of life only were to be obtained, and those of the simplest kind, articles were required which but a short time before were deemed luxuries.

As the interior was travelling down, the seaboard was travelling up

Everything was quickened by the spirit of progressive advancement, and the whole country felt the beneficial effects to the remotest village of our wide spread confederacy. We cannot, even at the risk of appearing fanciful, refrain from quoting an appropriate stanza from the productions of a native poet, which, though poetry, is not fiction, and though warmly coloured by a vivid imagination, is a faithful detail of facts. Speaking of the union of the lakes with the ocean at the opening of the Erie canal :

“The sire of ocean takes
A sylvan maiden to his arms,
The goddess of the crystal lakes,
In all her native charms.
She comes attended by a sparkling train,
The naiads of the west her nuptials grace,
She meets the sceptred Father of the main,
And in his heaving bosom hides her virgin face.”

The capabilities of every spot were considered and measured by their productive results. No mind or body was idle; every one laboured to increase his individual means, and thus directly added to the resources of the nation. The bosom of the earth poured forth its abundance in proportion to the extent of commerce, and the demands of the manufacturing interest. The fables of the ancients became truths to us. They represented the earth to be filled with hidden treasures, which it was the high

prerogative of genius and untiring perseverance only to obtain. We realize this fiction in the value which labour, guided by intelligence, imparts at the present day to the vilest substances, and most unpromising materials. The iron consumed every year, exceeds tenfold in value the precious metals produced by all the mines in the world. The ancients considered that a favoured land, where Ceres lived in harmony with Pluto; meaning, doubtless, that there exists an intimate connection between all the pursuits of life, when efficiently followed out; and where each member of a community labours in behalf of himself, in the benefit conferred on his neighbour.

It has been a part of the creed of some political economists, both here and in Europe, that it would be best for us as a nation, to remain, for an indefinite time to come, agriculturists, and suffer other nations to come and take the productions of our soil in exchange for their own manufactures. But this dogma, though enunciated so emphatically from the high places of science in Europe, and echoed by some otherwise sound politicians and true patriots among us, has been gradually losing ground, and has for supporters at the present day, few besides those who are so evidently under the influence of interested motives, that their arguments must appear vitiated to every impartial mind: and furthermore, if ever so plausibly maintained, they would fall to the ground from the fact that the genius of the people has never, from the commencement of the controversy, been in accordance with them. The nation, almost without any regular process of reasoning, but guided by an instinctive impulse, came to the conclusion that its labour, divided among the three great interests, was infinitely more productive than if confined to one alone; and nothing could prevent it from furnishing its own merchants, not only for the supply of domestic, but also of every foreign commodity. Feeling an innate consciousness that no labour was too great, nor enterprise too arduous, they set forth upon untried

voyages, and cut with daring keels unknown oceans, with the same hardihood that impelled them to pierce unexplored forests, and tame the howling wilderness.

The sylvan nursery philosophy did not suit the high-toned feelings of our people, and with an impetuous rush they trod this Arcadian theory under foot. They saw that the little island, from which a goodly proportion of our ancestors came, had arisen from a speck in the ocean to the empire of its tides; and that now no longer the obscure spot on the outskirts of Europe, the

“*Ultimos orbe Britannos,*”

of the Romans, it directs the fate of nations who at first were dazzled by the display of its wealth, and awed by the eloquence of its cannon. With such an ancestral example, they would not remain contented with the character of tillers of the earth, however eloquently some Utopian enthusiasts might declaim upon the purity of a primitive people, and the contaminating effects of commerce and manufactures. They might read an hundred times the lamentations of the muse over the decay of villages, and the rise of populous cities; but, however the feelings might be interested, and the fancy warmed by the elegance of the style of such effusions, their arguments failed to convince the reason. Their pines had no sacred character which prevented them from being hewn down and fashioned into masts and spars. Nor were their oaks consecrated by any mistletoe to deter them from uprooting the monarch of the forest. A sober, business spirit is abroad, and neither Fauns nor Dryads can protect the grove when it is wanted for the saw or axe. It must fall if utility require the sacrifice. If any there be who mourn over these changes, we are not among them. The great branches of our national industry will constantly go on, destroying and recombining the elements of productiveness, till every atom is made to bear its

greatest amount of value, and the wildest speculations of the theorist are more than equalled by the reality.

It has not for years been difficult to discern the signs of the times. The watchword has been "onward!" and wonders exceeding the prodigies of ancient times have been the result. For the seven of olden time we can show an hundred, and these are but the earnest of our future achievements. How many distinguished individuals who have passed away, and like the prophets and kings of the Psalmist, have

"died without the sight;"

how many of our now deceased patriots, who saw with a super-human prescience the rising glories of the western world at the period of its greatest gloom and adversity, have lamented that it was their lot to live when they did, and that it was not permitted them to antedate their existence, and behold the fruit of the garden they had planted, and fostered with their treasures and their blood! If such were *their* regrets, how great should be *our* exultation that Providence has cast our lines in such pleasant places, in such auspicious times, that to us it has been given to view the consummation of that national greatness and prosperity so confidently foretold; and that we see with our mortal eyes the development of that magnificent drama thus glowingly announced by a gifted mind:

"Westward the star of empire takes its way;
The first four acts already past,
The fifth shall close the drama with the day;
Time's noblest offspring is the last!"

If this hasty sketch of our possessions, prospects, and resources, be not overdrawn,—and we feel confident that it is not,—surely it will not be out of place to pause a moment in our onward career, and inquire what we have done *as a nation* to add to the accu-

mulated stock of knowledge contributed by other nations for our benefit as well as for their own. The inquiry is brief, and the answer is at hand. By us no step has been taken to add even to the science of navigation. The great improvements in mathematical instruments, which have made the path of the mariner in the darkest night, and amid rushing tempests, as easy to be ascertained and followed as a paved street in a populous city,—these improvements, of which we daily and hourly reap the advantage, were brought to light by the liberality of foreign governments, and we still continue to sail by charts we have had no hand in making. Bowditch, the Blunts, and a few others, have done somewhat in aid of navigation,—much, indeed, for individuals; but our government, from which alone any extended and efficient assistance can proceed, has done absolutely nothing. Perhaps the present laudable labours in perfecting a survey of our own coast, should exempt it in some measure from this unqualified censure; but when we reflect that this measure was recommended during the administration of Jefferson, and though urged and reurged for a long succession of years, has only a short time since been taken in hand, we think ourselves justified in affirming that much of the merit we might be disposed to assume has been neutralized by this prolonged and inexcusable delay. Thus it is that we are at this eleventh hour of the day employed in obtaining an accurate knowledge of our own coasts, when we are the second if not the first commercial nation, and have more tonnage than all the nations of Europe when Columbus discovered this continent, and when our navy, small as it appears in point of numbers, has more effective force than the combined fleets of the old world at that period.

What other nations have accomplished is everywhere to be seen; in books, maps, charts, and in the collections of our commercial libraries. Even Spain, while guided by her exclusive interests, and burdened with destructive monopolies, while her

power was respected in the east and extending in the west, made many contributions to geographical knowledge in the construction of numerous charts, characterized by great accuracy. Indeed, to give a history of discovery is to sketch a living picture of the universe, the great outlines of which have been progressively drawn, and many advances made in filling up and imparting the lights and shades to the picture.

The Italians and Portuguese, equally adventurous, but far better informed, ventured boldly upon the high seas, and made many important discoveries. The Danes and Norwegians, undeterred by the cheerless aspect of the Arctic regions, pushed into the north, and planted colonies upon the ice-girt shores of Greenland. On every side the barriers of prejudice were trodden down. The temperate zones were no longer deemed the only habitable portion of the globe. The torrid zone, instead of enclosing sandy deserts, scorched up by the intolerable heat of a vertical sun, was found to teem with organic life, and to possess a population even more dense than that of the temperate zones, together with a soil equally well adapted to the support of animal and vegetable life.

The frigid zones were no longer begirt with perpetual snows, where nature, as if to amuse herself in the loneliness of her solitude, exhibited the wildest and most fantastic forms. Navigators advanced toward the north, and found that during the partial summer, plants grew, flowers bloomed, and that human beings made it their permanent residence and home throughout the year.

For a long time, however, after Galileo had taught the sublime doctrine that the earth was not an immense plain, bounded by the horizon, which itself was inclosed by some impassable barrier; and that the eighty millions of fixed stars which are visible through a good telescope, were centres of other systems, and not mere ignes fatui, created from inflammable vapours, lighted up each night by the hands of some kind deity;—yes, for a long time subsequent to this discovery, the knowledge of the most enlight-

ened nations was confined within the circumference of a few thousand miles in extent. At length Columbus taught the world the pathway to a new hemisphere; and other voyagers, at various successive periods, discovered New Holland, New Zealand, and the numerous groups of islands throughout the Indian, Pacific, and Southern oceans. With these discoveries commences the era of modern geography.

The very existence of the Pacific ocean was unknown to Europeans until 1513, when Balboa, a Spanish commander, guided by some natives, crossed the dividing ridge of the Andes at the Isthmus of Darien. It was now an important desideratum to open a passage by sea to this unexplored ocean, and thence by a new route to arrive at the Moluccas, and the East Indian possessions of the Spanish crown. It was for this purpose that Magellan set out upon his memorable voyage, for which he was fitted out by the Emperor Charles V. The results of this expedition proved him well suited for the prosecution of so bold a design.

In November, 1520, he succeeded in passing the straits bearing his name, and determining the southern limits of the new continent; and as he beheld the mighty expanse of ocean opening before him, is said to have shed tears in the fulness of his triumph and joy. The Pacific was traversed, the Spice Islands reached, and though Magellan himself fell ingloriously by the spear of a native, his successor in command returned in safety home, laden with treasures and the most curious and valuable productions of nature and art.

Thus terminated the most remarkable voyage on record, that of Columbus alone excepted. *He* stands alone, and at an unapproachable distance above every other competitor. To him belongs the undivided, unparcelled praise of having conceived and accomplished that which the most daring navigator had not the science to imagine, nor the moral courage to propose. Magellan,

however, can claim the high distinction of a rank second only to Columbus, since he performed that which, though often attempted, had never been accomplished.

When the particulars of this voyage became known, they produced, as was naturally to have been expected, much excitement among the commercial nations of Europe, who were disposed to look upon it as conferring a common benefit; while the jealous and narrowminded court of Seville, wished to retain this new route to the Moluccas as an acquisition exclusively its own. But the maritime spirit was too thoroughly awakened among its rivals to be repressed by any cunning devices of a jealous policy, or the use of military force. The Hollanders soon doubled Cape Horn, and the extent of the new world in the Southern Hemisphere, with a number of its accessory islands, was accurately ascertained.

England rose like a sleeping leviathan from the depths of the ocean, and after many struggles, became undisputed mistress of the seas. In her long and hard contested endeavours to obtain the mastery on the deep with Spain, Portugal, Holland, and France, the science of navigation and ship-building received its greatest improvements; and the knowledge of ports, islands, rocks, and shoals, which was acquired for the furtherance of mutual destruction, became invaluable on the return of peace, in the prosecution of commerce and the arts of peace.

The more recent voyagers have not had before them the same wide field for adventure, but they have not gained the less honour, for they carried with them more science and more humanity. The names of Cook, Byron, Wallis, Vancouver, Bligh, Flinders, and the lamented La Perouse, are entwined with the earliest associations of our youth; and their contributions to our knowledge of the islands of the Pacific and their "dusky tribes," are various and invaluable. It was at this period when war, with all its desolating effects, was raging between France and England, that each of these countries sent out an expedition, whose sole

object was the extension of the bounds of geographical knowledge; thus mingling the bays of science with the laurelled wreaths of martial glory. It is farther worthy of especial notice, as redounding infinitely to the credit of the French government, that upon its being announced that the expedition of Captain Cook was on its return homeward, laden with stores more valuable than gold, the collections in all departments of science and natural history, and the fruits of the three years' labours, the king published a proclamation, wherein, after reciting the objects for which the voyage of Cook was undertaken, proceeds to forbid any French subject from capturing or detaining him; but, on the contrary, commands them to grant every aid in furtherance of the ends of the expedition; thus paying a homage to science,—thus consecrating the flag of a rival nation by a perpetual flag of truce.

Since the general peace of Europe, the spirit of enlightened research has been actively employed, and great and valuable acquisitions have been the result. Russia has been engaged in prosecuting discoveries in every part of the globe. She has sent land expeditions into the unknown regions of Tartary north of Thibet, and under the shadow of the snow-capped range of Himmaleh and Imans, and into the interior of the northwest portion of our continent. Men of science have been commissioned to explore the northern boundary of Siberia, and to determine points on that extensive coast, hitherto of doubtful position. In the Southern Ocean her ships have penetrated as far as the 70° parallel of latitude, and discovered islands which had escaped the searching eye of Cook. They also boast of having rounded the Sandwich Land of that celebrated navigator.

The recent contributions of the French to literature and science, from the voyages of Freycenet, Duperre, Bougainville, and others, have been of the greatest value, imparting to geography and natural history an attic elegance, unapproached by any other people of past or present times.

England, however, stands preëminent as a nation in the noble zeal she has manifested for the furtherance of geographical knowledge. She is ever occupied with great objects, and ever doing great things. She seizes on the sciences as a tiger on its prey, and consults her own interests, and *sometimes those* of her *neighbours*, with noble expansion of thought. Her expeditions for the discovery of a northwest passage are familiar to all; and though unsuccessful in the attainment of their main object, have done much to perfect our knowledge of the geography of the northern regions. By these praiseworthy endeavours, the nation has gained something more substantial than renown; since, in addition to the lustre shed over the British name, the transfer of the whale fishery from East to West Greenland has yielded a rich return for all her expenditures, lavish as they had been. Not to particularize all the voyages undertaken within the last ten years alone, to promote the interests of science, by this enterprising, liberal, and philanthropic people, we will merely mention that of Captain Owen for the survey of the southeastern coast of Africa, and that of Captain King for the purpose of exploring the straits of Magellan, and constructing accurate charts of that hitherto almost unknown passage to the Pacific, as among the most useful and interesting. The benefit of the latter will be reaped almost exclusively by our own vessels.

At this moment, another enterprise to the Arctic regions is being matured in Great Britain. Before a recent meeting of the Royal Geographical Society, Sir John Barrow in the chair, a communication on the subject of further expeditions to the northern shores of our own continent, prefaced by a letter from Dr. Fitton, pressing, personally and in the name of the society, the expediency of such a measure, was read by Dr. Richardson. At various intervals during three centuries, England has exhibited strong interest in the discovery of a northwest passage; nor will she ever resign the investigation until the issue is certain. She

may be more or less active at any given period, as circumstances may control; but even if abandoned by the present age, succeeding generations will revert to the inquiry, till it be either crowned with success, or the discovery of an insurmountable barrier shall demonstrate its futility. Its object will be accomplished. The entire outline of coast may be delineated by land; the northern extremity of our continent will yet be doubled by sea. In the extent of coast from Behring's Straits to Baffin's Bay, about one hundred degrees of longitude are comprised; between the discoveries of Captain Beechy and of Captain Franklin, not more than six degrees; and say ten degrees between the latter and those of Captain Ross. The point attained by Captain Back gives us one degree more; and the space from thence to the southeastern extremity of Regent's Inlet includes about 200 miles. With these exceptions the whole extent has already been traced on the map. There is no insuperable impediment to what remains to do. The subject has been submitted to the consideration of a committee composed of Barrow, Parry, Franklin, Beaufort, Back, Maconochie, Richardson, and Parrish; men distinguished for the highest traits of intelligence and enduring enterprise. By this committee we have no doubt the undertaking will be strongly recommended. Let them proceed. We yield them the north. For us a wider range, a nobler field, a prospect of more comprehensive promise, lies open in the south. Often, with reference to this subject, in conversation with otherwise well-informed persons, we have been asked the question, "What advantage has Great Britain derived from her endeavours to find a northwest passage, and what does she still promise herself in the prosecution of a design which, even if accomplished, can never lead to any practical benefit in carrying on the commerce of the world?" We answer that the question, *cui bono?* should never be put in affairs of this kind. Scientific research ought not to be thus weighed. Its utility cannot be computed in advance, but becomes apparent

when the results are made known. This is an immutable law of nature, and applies to all matters of science or invention, as well as to the progress of geographical discovery. On this point history teaches us an important and instructive lesson. Let us profit by it, and take courage in our own efforts. To the attempts made by England in a past age to discover a northwest passage, we owe the knowledge of North America itself; a result—and, be it remembered, a *contingent result*—pregnant with consequences which swell beyond the grasp of human computation. By the same exertions was opened the Hudson's Bay fur trade, one of the most valuable monopolies recorded in the annals of commerce. To these may be added the Newfoundland cod fishery, the whale fishery in Davis' Straits, and many other vast commercial and political advantages, derived from the same adventitious sources; sources from which Great Britain has obtained immense, almost incalculable treasure. Yet not one of these rewards of enterprise was anticipated, or formed an element in the calculation, when her Cabot, her Davis, her Hudson and Baffin, were despatched on their perilous voyages. Thus has it ever been; and thus, we venture to predict, will it be with us, in the great national undertaking, the importance of which we have now assembled to discuss.

Indeed, I do not believe that there is a record of a single voyage since the days of Columbus, or, even, since that remote period of fabulous history, when the celebrated son of Alcimede embarked on his daring expedition, the youngest and bravest of the Greeks sharing his toils and his glory, in search of the golden fleece, which does not contain in it the evidence of some contribution to the knowledge of mankind, worth vastly more than the cost of the enterprise!

On taking leave of this branch of our subject, in order to place in a yet more striking light and stronger contrast the efforts of other nations as compared with our own, we will state the simple

but impressive fact, that when in the Pacific a short time since, we met with a Prussian discovery ship; and this, too, when that nation has scarcely an hundred tons of shipping to be protected in the whole Southern Ocean!

This is a hasty, and, from our limits, necessarily imperfect review of what other nations have done and are still doing, for the benefit of science and commerce in the field of discovery. That these voyages have not only conferred honour, but proved gainful by means of the new channels they have opened to commercial intercourse, will be denied by no one who reflects for a moment upon the diversity of the products of the earth's surface, and the facility with which they may be turned to good account in the trade between inhabitants of its more distant portions. We have not been slow in appropriating to ourselves the gains of such labours of foreign nations, until our commercial marine has become so extensive, that we must now look to ourselves for its protection.

It is to be found in the most unfrequented bays of the most distant and barbarous nations, on seas but partially explored, where no chart indicates the hidden rock or perilous sandbank, and everything depends upon a kind of instinctive, intuitive sagacity and foreknowledge of approaching danger, which nothing but a constant exposure to appalling hazards can ever give. To possess this quality, one should be, in the language of Byron, "a child of the sea;" and it is only necessary to hear one of our own hardy sailors recount his adventures from boyhood upward, to have the history of thousands and tens of thousands of the same hardy population, brought up to lay their hands upon the mane of the combing wave, and wanton in the rock-chafed billow. In every part of the earth's circumference where a keel can go, our countrymen are to be found, gleaning the molluscous treasures from the coral reefs in equatorial climes, and even venturing into the interior of benighted Africa, though not like Denham, Clapperton,

and the Landers, for the purpose of laying open the source of the mysterious Niger, but to drag the huge rhinoceros from his marshes, the ponderous elephant from his groves, and seize the Numidian lion in his lair; and not only have our zoological institutes been thus supplied for the gratification of the curious visiter and the student of natural history, but numbers have been sent from hence for the supply of the European market!

With these observations we proceed to the consideration, not of what we have done, but of what we have so long been promising to do. We mean a naval enterprise, or voyage of discovery, to be fitted out in the best manner, with every scientific appliance, at the public expense, for the sole purpose of increasing our knowledge of the Pacific and Southern Oceans, where our commerce is now carried on, as we shall be able to show, far beyond the bounds of ordinary protection.

As early as the session of 1826-7, a proposition for fitting out an expedition of this nature was brought before congress.* It was recommended by numerous memorials, embracing among others a resolution from the legislature of Maryland, a memorial from the governor and both branches of the legislature of Pennsylvania, a similar one from the state of Ohio, and various other addresses, petitions, and memorials, from many cities of the Union. The House appointed a select committee to consider the prayer of these memorialists; but, owing to the great press of unfinished business, and the exciting discussions which then absorbed the attention of the members, they had little leisure to consider the subject of a national expedition, however useful and necessary in itself.

Favourable opinions, however, were entertained by the committee with regard to the project, novel as it then appeared to the House and the country at large. The advocates of the measure

* Document No. 1.

did not anticipate any decisive action on the part of congress at that time ; and the committee, willing to promote inquiry, and still further interest the public mind, moved a special reference of the whole matter to the Navy Department. In this proposition the House concurred.

During the interval between the first and second sessions of the twentieth congress, the subject of the expedition, and the objects to be attained by it, were often discussed in the journals of the day ; and it is worthy of remark, that not a single press throughout the country raised its voice in opposition to the measure. The commercial portion of our community, and especially those immediately interested in the whale fishery, the fur trade, and the traffic with the South Sea Islanders, came forward in favour of the enterprise as one man. It will be seen hereafter what reason they had to complain of the tardy action of congress. They had been long subjected to losses, and exposed to dangers from which such an expedition would have saved them, and their memorials were accordingly strong in its favour. Other memorials proceeded from the legislatures of New York, Maryland, Virginia, and North Carolina ; and their character and number were such as to claim from congress the most careful consideration of the subject. On their reference to the committee on naval affairs, its chairman addressed a letter to the secretary of the navy, requesting the opinion of the department respecting the expedition, and a project of a law authorising it. The answer of the secretary, the consequent report of the committee, and the other papers published during the session, contain a full exposition of the objects of the proposed enterprise at that period.*

The secretary, in his reply, says :

“ I entertain the opinion that such an expedition is expedient. My reasons are briefly these :

* Document No. 2. 5. 6. 7. 8.

“That we have an immense and increasing commerce in that region, which needs the protecting kindness of the government, and may be greatly extended by such an expedition. Of the extent and nature of this commerce, it is not easy to write briefly, nor is it necessary. It is better known to none than to some of the members of the naval committee in the House of Representatives. The estimate of its value has been much augmented, in the view of the Department, by the reports which have been made, *under its orders*, by our naval officers, who have commanded vessels of war in the Pacific, and which are now on file.

“The commercial operations carried on in that quarter, are difficult and hazardous. They are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in the government to render these commercial operations less hazardous and less destructive of life and property, if, it can be done by a moderate expenditure of money.

“The commerce in the Pacific ocean affords one of the best nurseries of our seamen. An expedition, such as that proposed, would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

“We now navigate the ocean, and acquire our knowledge of the globe, its divisions, and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and, while we make our contributions to this common stock, we shall not fail to derive the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit.”

On this view of the subject, thus perspicuously set forth, the

committee felt themselves called upon to give it a more careful consideration than had been bestowed upon it during the session preceding, and their report will show that they coincided fully in the opinion expressed by the Department.

Indeed, their report was drawn up with much labour, and was characterized by patient and extensive research; yet, great as the amount of our commerce in the Southern Ocean was shown to be, and important as were the interests requiring protection at that time, subsequent inquiry has proved that they fell far, very far short of the truth. The report was placed on the list of business to be acted upon; but, with many other important matters, at the close of a hurried and excited session, could not be finally disposed of. As the session was drawing rapidly to a close, it became evident that the action of congress could not be had on the bill; and it was at this time, 21st May, that the following resolutions were drawn up, and being accepted by the committee on naval affairs as a substitute for the bill, passed the House almost unanimously but a few days before the close of the session:

“Resolved, That it is expedient that one of our small public vessels be sent to the Pacific ocean and South seas, to examine the coasts, islands, harbours, shoals, and reefs, in those seas, and to ascertain their true situation and description.

“Resolved, That the President of the United States be requested to send one of our small public vessels into those seas for that purpose, and that he be requested to afford such facilities as may be within the reach of the Navy Department, to attain the objects proposed; provided it can be done without prejudice to the general interest of the naval service; and provided it may be done without further appropriations during the present year.”

Thus terminated the action of the House upon the subject of the expedition. The specific character of the resolutions, viewed in connection with the numerous memorials expressing the senti-

ments not only of our commercial cities, but of the legislatures of states, comprising more than half the population of the union, and represented on the floor of congress by one hundred and twenty-nine members, imposed upon the department a duty clearly definable, and requiring prompt and decisive action. There was neither time nor pretext for further delay. Measures were accordingly adopted, and every preliminary step taken to forward the enterprise. Though no specific appropriation had been made, yet, by the tenour of the resolutions, the whole resources of the Department might be legitimately employed to promote it, since usage has admitted a yet bolder and wider range so long as the action of the Department has been directed to subserve the general interests of the service, especially if it did not require "additional appropriations during the current year." But another session was at hand; and the President, in his message to congress, dated December 1, 1828, recognized the importance of the measure; while the Secretary of the Navy, in his annual report to the Executive, gave an *exposé* of what had been done preparatory to carrying the views of congress into effect.

Thus, during the recess, orders had been given to repair the Peacock with a view to the expedition, and all necessary repairs had been made; officers of approved skill had been ordered to hold themselves in readiness, and were eager to be employed in the enterprise;—while suitable seamen were enlisted, and orders given to prepare the requisite books and mathematical instruments; and correspondence had been held with some of our most distinguished scientific men throughout the land, in order to facilitate the selection of persons to be attached to the expedition, and to aid in drawing up instructions. In a word, everything had been done which a prudent foresight could suggest, to render the expedition efficient for the protection of our commerce, and honourable to our common country.

The bill reported during the preceding session was now taken

up. It passed the House by a large majority, and nothing was wanting but the action of the Senate.

We understand it is not deemed in order to refer minutely to the proceedings of that body; it is sufficient for our present purpose to remark that the committee to whom the bill was referred, though conceding the importance of the proposed enterprise, differed among themselves as to the precise character the expedition should assume, and the time when it would be most proper to despatch it; and that before these and some other unimportant matters could be adjusted, the session drew near its close; so that the bill, or rather a modification of it, when at last introduced, was preceded on the list by such a mass of business, that it could not be reached by the Senate before its final adjournment. It was from this cause alone,—and not, as some have supposed, in consequence of a vote of the Senate,—that the bill was lost; since, to our certain knowledge, there were in that body at that time a decided majority in favour of the expedition.

Had it then been permitted to sail, well matured as it unquestionably was, results useful and honourable to our country must have followed in its train. That it did not sail has been a subject of regret to every enlightened mind in the least acquainted with the subject, without reference to party, profession, or sectional feelings.

The strong and pressing considerations which called for it at that period, have not been weakened by the lapse of years; on the contrary, they have increased in proportion to the augmentation of our tonnage, and the extent of our voyages into those distant seas. What was once known only by the information derived from others, has since been confirmed by personal experience, and by five years of adventures by sea and land, over a large portion of the earth's surface, embracing every clime, from the exuding tropics where reigns perennial spring, and where the green foliage scarce fades into the seared leaf before the swelling

bud again bursts from its calyx, while the bough from which its beauties are unfolding is still bowed down by the weight of ripening fruit; to the sterile regions of eternal snow and "thick-ribbed ice," along the confines of the Antarctic circle. Yes, I repeat it! five years of adventure, with every opportunity of observation, have impressed upon my mind the strong and abiding conviction, that such an expedition as that now proposed, is called for by considerations of honour, interest, humanity, and imperious duty.

Is this the language of enthusiasm, excited by a spirit of wild adventure, unconnected with sober reality, and unsustained by well authenticated facts? If there be any of my hearers of this opinion, especially among those whose duty it is to investigate and decide on all matters of national concern, we must bespeak their attention for yet a few moments longer.

For a number of years after our whalships had doubled Cape Horn, their voyages were made up along the Spanish Main. As their number increased, new grounds were sought, and portions of the ocean traversed which lay far from the usual track of merchantmen. In these untried paths, new reefs, new islands, and new dangers, were constantly encountered, and their situation noted down in the log-books and journals of vessels as they chanced to fall in their way. On their return to the United States, these discoveries generally formed a paragraph, which went the rounds of the press, and then sunk into oblivion. Often, however, it was seized upon by some European constructor of maps, and placed in the charts as an important acquisition to geography, but without mentioning the names, or alluding to the nation of the discoverers from whose individual exertions such information had been derived. For more than thirty years have these contributions to the common stock of knowledge been annually made, until the result presents a picture of more daring and successful enterprise than is to be found in the annals of any other nation. And this, too, has been as silently and unobtru-

sively progressing as the labours of the zoophyte, that motionless inhabitant of the deep, from whose accumulated exuvia the precipitous ramparts of calcareous rock are formed, until the coral reef, by slow degrees, rises above the surface of the ocean, and, becoming an island, blooms with the luxuriant vegetation of the tropics.

With the view of collecting and arranging the vast fund of knowledge, the scattered gleanings of a thousand voyages, I was arduously employed during the summer and fall of 1828; having visited Newport, New Bedford, Nantucket, and many other places where information was to be procured respecting the Pacific Ocean and South seas. The captains of whaleships were ready to communicate such facts as they had treasured up or recorded during their numerous voyages, and the owners were equally anxious to assist me in furthering the objects of my visits. I interrogated each navigator of those seas who chanced to be in port, with his log-books, journals, and charts, lying before him; and the topography of the whole range of seas from the Pacific to the Indian and Chinese Oceans, with the nature and extent of the fisheries, was the object of my special attention.

The information I obtained was drawn from purely original sources. Nothing was taken at second hand. Log-books which had been thrown aside for years, were overhauled and examined anew. Many facts were received from several sources, each independent of the other; and by this coincidence, the truth of the statements was corroborated and confirmed. The whole were concisely and systematically arranged under appropriate heads; and those voyages which were connected with a train of remarkable incidents, were considered with much attention, and taken down from the mouths of those present, or extracted from the original journals.

I was likewise enabled to collect much information from those engaged in the seal trade. The occupation of these men leads

them into seas far remote from the ordinary track of the whaler, and their adventures are of the most daring character. In vessels so small that they might seem unsafe for our coasting trade, or the navigation of rivers and inlets, they take the seal from the rocky shores of Patagonia, and the islands around Cape Horn, girt with a belt of perpetual foam, and range along the entire western coast of South America. Nor is their enterprise confined within these bounds, for they skirt the eastern and western shores of Africa, circle the islands of the Pacific, and, penetrating far into the Southern Ocean, have in some instances completed their cargoes close on the limits of the Antarctic circle!

In the course of these researches, many anecdotes came to my knowledge, strongly illustrative of the enterprise and success of our mariners. One, I trust, I may be permitted to mention in this place, since it shows our own national enterprise, and the liberality of Russia, in an enviable light; and exhibits one of those many acts of courtesy and kindly feeling which have been manifested by that great and powerful people.

The two discovery ships sent out by the late Emperor Alexander, to circumnavigate the globe, were becalmed in a thick fog between the South Shetland Islands and Palmer's Land, though much nearer the latter; and when the mist cleared up, they were astonished at beholding a small vessel of about fifty tons burden, between the two ships, which immediately ran up the American flag. The Russian commander displayed his own colours, and despatched a boat to the stranger vessel, with an invitation to the master to come on board, which was accepted, and in a few moments he stood on the Russian's deck. "What islands are those in sight?" inquired the commodore. "The South Shetlands," replied the captain; "and if you wish to visit any of them in particular, it will afford me pleasure to be your pilot." "I thank you," said the Russian commander; "but previously to being enveloped in the mist, we had a glimpse of them, and were felici-

tating ourselves upon having made a new discovery, when lo! the fog lifts and shows an American vessel alongside, whose master offers to pilot me into port, where several of his own nation lie at anchor! We must surrender the palm of enterprise to you Americans, and content ourselves with following in your train." "You flatter me," replied the captain; "but there is an immense extent of land still further south; and when the fog is entirely dissipated, you will have a full view of its mountains from the masthead."

"Indeed," said the Russian; "then I am entirely anticipated in my object, and I behold before me a pattern for the oldest nation in Europe; since I here find the American flag, a small fleet, and a pilot, instead of making new discoveries."

After treating Captain Palmer in the most friendly manner, the commander of the expedition, Stanjykowitsch, was so much struck with the circumstance, that he named the coast Palmer's Land, and it bears that name at present on the recent Russian charts.

It was in company with this same Captain Palmer, during my late voyage to the South seas, that I visited the whole of this extensive group of islands lying north of the coast of Palmer's Land, the extent of which neither we nor any subsequent navigators have as yet ascertained; though a British vessel touched at a single spot in 1831, taking from it the American, and giving it an English name!

To return from our digression, the report above referred to was drawn up for the purpose of aiding (and may now aid) the Department in the enumeration of the objects to be examined by the expedition; and it remained among its papers in a manuscript form until the last session, when the subject was again renewed in consequence of memorials from the East India Marine Society of Salem, and many other citizens interested in the trade of the Pacific. To these was added a joint resolution of both houses

of the legislature of Rhode Island; and in answer to a call of the House, it was communicated by the Secretary, and appended to the report of Mr. Pearce of the Committee on Commerce, made February 7th, 1835.

To that report and the accompanying documents,* we would earnestly call the attention of those who doubt the expediency of the measure we advocate. There they will see fully set forth the labour to be performed by the expedition, and behold a picture of American enterprise unsurpassed in the commercial annals of any other people.

That the positions of the islands, as laid down by our whalers, are determined with accuracy, we pretend not to assert; neither do these adventurous navigators themselves lay claim to any such exactness. The very nature of their pursuits almost precludes the possibility of such a result; their primary object being to take whale, and not to make discoveries. When, however, we reflect on the disadvantages under which they labour; unprovided with instruments of improved construction; often computing their progress by the run of the log alone, without allowance for the influence of currents, the force and direction of which they do not stop to investigate; it must be conceded that the information they have imparted is more correct and explicit than we could reasonably anticipate. But if these men have not the means and opportunity of noting with precision the geographical position of their discoveries, it is still less within their power to ascertain the capacity, resources, and productions, of the new lands. Whalers, lost in the process of examining a group of islands or a reef, forfeit their insurance. Even were this otherwise, time cannot be spared for such a survey; and thus a brief note in a vessel's log-book is frequently the only recorded notice of a dangerous reef, or a new archipelago. It is impossible, however, to

* Document 2.

examine the reports of our South Sea whaling captains, without feeling the value of that mighty mass of rude materials with which they have furnished us. To have those materials carefully analyzed, and a work upon which confident reliance can be placed prepared for future use, is the bounden duty of government. The prosecution of these objects will constitute an important part of the labours of the expedition—labours which ought not, in justice, to have been delayed till now. Perhaps the silent and unobtrusive manner in which our great ocean concerns are carried on, may in some measure account for, if they cannot justify, the negligence of our government, in not watching with a more vigilant eye the interests of our civil marine, and protecting it more effectually by the strong arm of naval power. I put the question to every liberal-minded, intelligent individual, within these walls: is it honourable, is it politic or wise—waiving the considerations of humanity and duty—to look supinely on, while our citizens are exposed to shipwreck in seas, on coasts, and among islands, of which they possess no charts capable of guiding them aright, and to suffer them to be massacred by savages, for lack of such a judicious exhibition of maritime strength as would command respect by showing the ability to enforce it? And yet such is the situation of our commerce in many parts of the world. Does any one doubt the assertion? How was it, let us inquire, a few years ago, when news arrived of the capture of the *Friendship*, and the savage slaughter of a portion of her crew, on the coast of Sumatra? It is true the action of the Executive was, as it ever should be in similar emergencies, prompt and decided. The bows of the *Potomac* were turned toward the scene of insult and bloodshed, with an alacrity that showed in the Department no want of zeal to do whatever the national interest or honour required, no matter where the duty was to be performed. But had we the requisite topographical knowledge to direct the enterprise? No one, we presume, will venture such an assertion.

The Naval Board had not within its control a chart of the coast against which it was sending a heavy armament. The commander of the noble frigate had to rely mainly on the information he might gather on his way out; and when on the spot, according to the best charts he could procure at the Cape of Good Hope, he found the position of the frigate high upon the interior mountains of Sumatra, before he was within anchoring distance of its shore! Of the inhabitants, form of government, or its responsibility, nothing was known upon which definite instructions could be grounded; so that, as regarded the mode of seeking reparation, the commodore had no other aid than his own sagacity, and the few dim lights which the Department had the power to bestow. And where is this country of which we knew so little? Is it in some obscure, rarely visited corner of the globe? No. We are speaking, be it recollected, of the island of Sumatra, one of the largest of the Sunda Isles; of its coast at Quallah Battoo, where our vessels have carried on a considerable trade in pepper for the last thirty years, and where the nations of Europe prosecuted a lucrative traffic centuries before the commencement of that period. At the beginning of the present era, we had no less than thirty vessels in that quarter during a single season. The English and Dutch have yielded their cherished monopolies into the hands of our keen and far sighted merchants; in a word, the direct and indirect traffic with the Sunda Isles forms no inconsiderable item in the sum of our commercial prosperity; and yet how little information did we not long ago possess, of the particulars most essential to a safe intercourse with these semi-barbarous inhabitants!

Nor is this the only region of importance, commercially, with regard to which our ignorance is shamefully apparent. The report before us offers evidence of a thousand similar instances at a single view. The Feejee Islands are a case in point. Where are they? What knowledge have we of their character and extent?

We answer in the language of the memorial of the East India Marine Society of Salem, Massachusetts; and if long practical acquaintance with those seas give weight to opinions expressed with relation to them, then is the extract we are about to quote entitled to your respectful consideration :

“Without attempting to designate the groups or islands most important to be examined, your memorialists would simply call the attention of your honourable body to one point, which may serve as an index to the rest:—the Fegee or Betee Islands. What is known of them? They were named, but not visited, by Captain Cook, and consist of sixty or more in number. Where shall we find charts of this group, pointing out its harbours and dangers? There are none to be found, for none exist. And yet have we no trade there? We speak not for others, but for ourselves.

“From this port the following vessels have been, or now are, employed in procuring *beche-le-mer* and shells, at the Fegee Islands, in exchange for which eastern cargoes are brought into our country, and thus contributing no inconsiderable amount to our national revenue: ship Clay, brig Quill, have returned; brig Fame, lost at the islands; ship Glide, also lost; and bark Peru, greatly damaged, and in consequence condemned at Manilla; brig Spy, damaged, but repaired again; brig Charles Daggett, bark Pallas, brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig Consul. The Charles Daggett has recently returned, in consequence of having a portion of her crew massacred by the natives. The ship Oeno, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of twenty-four in number, were all massacred in like manner, except one.

“Thus, it must appear to your honourable body, that the losses sustained at this single point—to say nothing of the value of human life, which is above all value—would not fall far short, if any, of the amount necessary to fit out an expedition for the better

examination of such points in the Pacific ocean and South seas, as require the attention of government.”

Numerous other groups of islands, of more or less importance, might be noticed in like manner, were it deemed necessary, and did time permit. Those, if such there be, whose doubts are yet unremoved, or who wish for more detailed information, can have recourse to the documents already in possession of the members of this House, and which abundantly set forth “what remains for us to do.”

Allow me, in like manner, to invite your special attention to the elaborate report* made by the Committee on Commerce, during the last session, several thousand copies of which were printed and distributed throughout the country. It concludes as follows :

“The Committee, having thus fully presented the views and wishes of the memorialists, and noted the legislative action hitherto had upon the subject, deem it unnecessary to go into any prolonged arguments in the conclusion of their report.

“Other nations have deemed it wise to protect their fisheries, at all hazards, and by heavy expenditures. Some have sent out voyages of discovery, that had little or no commerce to be benefited. Previous to the year 1770, the English, in their strenuous efforts to compete with the Dutch in the northern whale fishery, had paid in bounties not less than three millions of dollars; and down to the year 1786, the aggregate amount of bounty paid was not less than six millions three hundred and thirty thousand dollars.

“The American fishermen have received no bounty, and they are now pursuing their avocation in seas beyond the reach of ordinary protection. That places of refreshment may be examined, new channels of trade opened, and dangers pointed out, seems not only reasonable and just, but called for by considera-

* Document No. 10.

tions of public interest; and it is believed that this can be best accomplished by sending out vessels expressly provided for this duty; while the demand on the public treasury will be small, compared with the good which may be accomplished.

“The late British expeditions for the discovery of a northwest passage, undertaken for scientific purposes, at great expense, nevertheless richly repaid the British nation for her expenditure, by transferring the whale fishery from East to West Greenland.

“In like manner, in addition to the specific objects to be attained by an expedition, many collateral advantages may be secured to the whaler and trafficker in the Pacific, and the sealer in the higher latitudes south.

“While your Committee, in coming to their conclusion in favour of recommending an expedition such as has been prayed for by the memorialists, have been influenced solely by commercial views, and place the policy of the measure solely on these grounds, they are not indifferent to the valuable fund of knowledge which may be gathered during the voyage; and which, properly analyzed and written out, may be interesting, not only to the American people, but to the whole civilized world.”

What can be more liberal and decisive than the views and language of this report? There are no half-way measures and time-serving policy in it. And yet, enlightened and statesmanlike as it is, the subject was not, even at that time, before the Committee in all the strength in which it is capable of being portrayed. For since the report which put into the hands of the Department a more minute and accurate description of these seas than is possessed by the admiralty of any other nation, additional and important acquisitions have been made.

During our sojourn in the South seas, and more especially while in the Pacific, connected with our public service, we had frequent opportunities of seeing many of our whalers, and of learning from their own mouths the nature and extent of the dan-

gers they had to encounter. From them we learned the position of numerous islands recently discovered by them, and not yet embodied in any report.

These are discoveries which make little or no noise in the world; there is no long story, no spirit-stirring incident, no romance, attached to them; there is but a rock, a coral reef, or an island more in the midst of an ocean, where thousands already exist; and yet he who points out a rock, a reef, or an island, unknown before, is a benefactor to the human race. Nor is he less entitled to the appellation, who, after a careful examination, is enabled to decide that a rock, an island, a reef, or a shoal, is either misplaced on the chart, or has no existence. An insulated rock in the midst of the waste of waters, may, while its position continues unascertained, prove the cause of the most intense misery; and families deprived of parents and children, and merchants reduced from affluence to unaccustomed poverty, may ascribe their calamities to that hardly visible speck, mantled with rolling waves, and half hid with the foam of the tumbling breakers. Let those exult in their prosperity who are carried on joyously before its gales, and have not tasted of the bitter reverses which attend upon those who "go down to the sea in ships." The lesson of experience they have not learned, and would they never may; but they are from this very fact, to a certain degree, incapacitated from forming a just estimate of the importance of results such as we would accomplish. But if any heart-stricken parent or ruined merchant were to determine upon the subject now before you, how decisive would be his reply, and how soon would this expedition depart upon its errand of philanthropy!

In visiting that part of the ocean surrounded by the Society Islands, New Caledonia, and Solomon's Islands—indeed, the whole of that extensive tract embraced under the name of Oceania—we find the mariner in constant danger of striking his keel against some point of coral rock, shooting perpendicularly upward

from an immense depth, and presenting, in every part, the germs of a new world, "or the magnificent fragments of an old one."

There the amplest fields for commercial activity have been opened, and are every day extending yet more widely, in the search after numerous productions of those remote regions, many of which have become articles of great value in the interchange of commerce; yet, there the madrepore, or coral insect, is very busy in rearing its vast superstructure to the surface; and the dark volcano, bursting from the depths of the sea, pours its broken fragments and molten lava above the level of the waters, and, by the decomposition of its surface, is rapidly converted into an island.

Over this vast sweep of ocean, speckled with more than a thousand islands, whose position requires to be marked more accurately on the charts, and one-half of that number not to be found on the charts at all, there are many groups inhabited by every variety of savage man. Around these, we have at this moment two hundred ships engaged in the whale fishery alone, measuring more than eighty thousand tons, whose cargoes, without taking into calculation the cost of the vessels and outfits, are at least two hundred thousand barrels of sperm oil, worth not less than six millions of dollars. I mean not, in this statement, to include the vessels on the way out with those at home, nor the tonnage dependant on the trade; but those known at this moment to be afloat in those distant seas.

But this statement gives only a defective view of our interests connected with the fisheries in those seas. Let us for a moment take a concise but comprehensive view of what those interests are. In doing this, we shall not speak of the capital and tonnage employed, and profitably employed too, among the islands, in that multifarious traffic, grown up within a few years past, and constantly extending. In the first place, the vessels employed: they are from various ports of the United States, as follows:—

Ports.	Vessels.	Ports.	Vessels.
New Bedford	154	Bristol	17
Nantucket	71	New London	29
Lynn	5	Norwich	1
Gloucester	1	New York	6
Portsmouth	4	Newburgh	3
Warren	15	Wilmington, Del.	3
Providence	2	Dartmouth	4
Mystic	3	Wareham	1
Green Port	3	Edgarton	8
Hudson	11	Plymouth	4
Newark, N. J.	1	Salem	9
West Port	3	Provincetown	1
Fairhaven	31	Wiscasset	1
Rochester	4	Newport	9
Falmouth	4	Stonington	3
Fall River	3	Sag Harbour	24
Dorchester	4	Poughkeepsie	4
Newburyport	4	Bridgeport	2
Portland	1		

This immense fleet of four hundred and sixty sail, from forty distinct ports, scattered along the seaboard of seven different states, will average about three hundred and seventy-five tons each; making, in all, one hundred and seventy-two thousand tons of shipping—nearly one-tenth the whole tonnage of the United States.

The cost of these vessels may be put down from twenty to sixty thousand dollars each—say, on an average, forty thousand; which requires the employment of an active capital of *eighteen million four hundred thousand dollars!*

The exports of our fisheries were, during the past year, in whale and fish oil, seven hundred and seventy-three thousand four hundred and eighty-six dollars; in spermaceti, fifty-two thousand five hundred and thirty-one dollars; in whalebone, fifty-five thousand nine hundred and fifty-four dollars; in spermaceti candles, two hundred and eighty-four thousand and nineteen dollars: making, in all, one million one hundred and sixty-five thousand nine hundred and ninety dollars. Thus, not only supplying the home market, but deriving from other nations an annual tribute in reward of our own industry and far-reaching enterprise!

If we add to the above the capital and tonnage employed in the transportation of oil to Europe, in return cargoes, and in the coast-

ing trade, with the property immediately connected with this business, the aggregate may be safely put down at two hundred thousand tons of shipping, and the capital directly and indirectly dependant on it at sixty millions of dollars! the annual gross income from five to six millions; and the number of seamen employed twelve thousand. There is no branch of business more important to a nation than such an investment of its capital. It is not the doubtful profit derived from the interchange of commerce, but treasure gleaned from the ocean. The fisheries, and their necessary *accompaniment*, ship building, have been the cradle of our naval marine from its earliest infancy; and they will continue to be so, even to the end. On the numbers and hardihood of the one, will depend, in no small degree, the efficiency of the other. England has experienced this for the last hundred and fifty years; other nations have been aware of it also, and have done all in their power to cherish and build up their fisheries. Ours, though twice swept from the ocean, have grown up in despite of our neglect.

Truly has it been said, that our great battle on the ocean has yet to be fought. Come when it may, and come it will, our fishermen will participate largely in it. The history of the past is an earnest of the future. From our colonial days to the present time, in every ocean conflict they have borne a double share, in proportion to their numbers, over every other class of our seamen. They are "precisely such men as the nation requires for times of trial and struggle." You cannot do without them. Soldiers may be trained in a day; sailors must be children of the sea. You may fortify our coast, plant heavy ordnance at points most exposed; but you will find no enemy so rash as to attempt invasion, who has not, in the first instance, become master of our seaboard. Twelve thousand men, accustomed to grapple with the mightiest monsters of the deep, inured to hardship and the vicissitudes of every clime, called by the exigencies of their country to the defence of its flag, on board our men of war, would of themselves form no inconsider-

able fleet; and terrible must be the struggle, and crimsoned the ocean with blood, before a hostile keel could pass this floating, breathing rampart of iron muscles and stout hearts, and gain possession of our shores!

No enlightened statesman, therefore, can regard with indifference, or as local in its character, a branch of industry which adds so much to the wealth of the nation, calls into existence, and gives employment to so many effective seamen. No true patriot, who has a mind to encompass the great objects of government, can withhold whatever of aid and protection the peculiar exigencies this important interest may require.

But let us descend from this high and patriotic view, and see what kind of plea can be made solely on the score of interest. From data entitled to full belief, it has been ascertained that every time our immense whale fleet puts to sea, there is required for victualling and outfit: flour, eighty thousand and forty barrels; pork and beef, seventy-nine thousand one hundred and twenty barrels; molasses, six hundred and twenty-one thousand gallons; coffee, five hundred and fifty-two thousand six hundred pounds; sugar, two hundred and fifty-six thousand eight hundred pounds; tea, one hundred and seventy-two thousand five hundred pounds; rice, one thousand three hundred tierces; duck, forty-six thousand four hundred and sixty pieces; cordage, eight thousand nine hundred and sixty tons; iron hoops, four thousand six hundred tons; copper, five hundred and fifty-two thousand sheets; (vessels coppered every voyage;) staves, ten million; whaling gear, consisting of harpoons, spades, cabooses, &c., one thousand dollars to each vessel, four hundred and sixty thousand dollars.

Flour	barrels	80,040	Duck (sail cloth) . . .	pieces	46,460
Pork and beef	barrels	79,120	Cordage	tons	8,960
Molasses	gallons	621,000	Iron hoops	tons	4,600
Coffee	pounds	552,600	Copper	sheets	552,000
Sugar	pounds	256,800	Staves		10,000,000
Tea	pounds	172,500	Whaling gear, harpoons, &c.,		
Rice	tierces	1,300	value in dollars		460,000

Besides all these, large quantities of beans, corn, peas, potatoes, &c. are required in outfits.

Now, to what conclusion are we led by all these results? That the whale fishery is a local interest, carried on for the benefit of an exclusive few? Far from it. These fisheries reach the interest of every class of citizens in our country; their prosperity or adversity becomes that of our whole people. The owners of woodland, the axemen, the teamsters, the ship carpenters, coppersmith, blacksmith, manufacturers of cotton, rope makers, riggers, sail makers, cultivators of hemp, as well as the grazier and agriculturist—all have an interest in this branch of national enterprise. Besides, it is the safest ocean business that can be pursued; for it brings home no new diseases to destroy our population, no vices contracted in old and corrupt communities to poison our morals!

Surely, then, it is the bounden duty of the government to afford every facility to the merchant in these commercial enterprises, and to furnish him with adequate protection. This is a course dictated not only by a sound policy, but by every motive of humanity. The oft told stories of mariners shipwrecked in the South Seas are no fictions. Would to Heaven that they were! To enter into particulars of these disasters, would serve only to weaken the picture, since our limits will not allow of extended details; yet it is hoped that a few facts, briefly stated, will not be without weight, when considered in connexion with this subject.

The ship *Oldham* was taken by the natives of Wallis's Island, and her crew murdered. Previous to this, the American brig *Chinchilla*, engaged in taking *biche-le-mer* at the same place, experienced the same fate.

The ship *Oeno*, of Nantucket, was lost among the Feejee Islands, and the entire crew were supposed to have been put to death. One, however, the cooper of the vessel, escaped, and returned by a subsequent vessel to the United States. Since his arrival, intelligence has been received, which leaves no doubt that

a youth by the name of Swain is still alive on one of these islands. This information was derived from an English barque, which touched at that group in 1830. The lad came on board, in company with several chiefs, and represented himself to be the youngest of the Oeno's crew, and the brother of her captain. The English captain made every effort to procure his release, but could not prevail upon the natives to give him up, or allow him to depart; while their numbers prevented his recapture by forcible means. The truth of this statement may be relied on; I received it from a brother of the exile boy.

There has been a recent and most distressing murder at the Feejee Islands; the intelligence has been brought by the ship *Cyrus*, lately arrived at Edgarton. Three of the victims, the captain and two mates, had families at that place. The exact time when the horrid transaction was committed is not known. The ship had arrived at Oahu, in charge of the third mate, the only surviving officer, a young man about eighteen years of age. It appears the "Awaskonks,"* the name of the vessel, while in the

* Among the survivors of the massacre on board ship *Awaskonka*, who have at length reached home, is Daniel W. Wood, of this place, a young man scarcely out of his minority, the son of a worthy, afflicted, and infirm widow, whose reliance on his success in life was among her few remaining hopes. His sufferings from the terrible injuries inflicted by the savages at Baring's Island, no language can describe. He bears upon his person the indelible scars of five or six horrible wounds made by whale spades—weapons more formidable, and of keener edge, than perhaps were ever before employed by man against his fellows. These instruments, intended only for cutting and slicing the outer portions of the carcasses of whales, are of necessity extremely sharp at the anterior edge; the blade resembling that of a shingling hatchet, and terminating in an iron shaft and socket, into which is inserted a long and stout wooden handle. With such weapons, the reader may imagine, even if unacquainted with their structure, what mischief and atrocities may be perpetrated, when in the strong hands of lawless, perfidious, and incensed barbarians.

The principal wound of the sufferer is not yet healed. It is across his back, eleven inches in length, and three in breadth, extending to the left scapula, a part of which was cut off by the spade, and has since fallen out. The arm, on that side, is partially deprived of its functions. This wound, which compelled him to lie on his face nearly three months before his arrival at Oahu, exhibited unequivocal symptoms of mortifica-

vicinity of the Feejee Islands, ran in near shore; when a large number of the natives came on board, in the most friendly manner, bringing bread-fruit and yams, which they presented to the captain and officers. They evinced great curiosity to examine and understand every thing they saw, particularly the harpoons, lances, and spades, in the boats; and, without the least suspicion of their evil intentions, Captain Coffin took these instruments out of one of the quarter-boats, and showed the chief who came on board the manner in which they were used in killing whales. While he was employed in doing this, he had occasion to step forward a moment: the instant his face was turned, a savage, who had a boat-spade in his hand, aimed a fatal blow at the unfortunate man, which severed his head from his body. A general rush was now made by the savages to overcome the crew; some of whom fled below, others aloft, and a part prepared to sell their lives as dearly as possible. The mate, after a desperate struggle, wrested the spade from the native who had killed the captain, and laid him dead on the deck; he then went below for a moment, but returned on deck, and fought until overpowered by numbers and killed. The second mate jumped overboard, and was killed in the water. A number of the crew fled aloft, to escape instant death. Mr. Jones, the third mate, after a severe struggle with the savages for the possession of a spade, was forced aft, and, seeing no other resource, dropped his hold; he being then the only white man to be seen on deck. Without arms, nothing could be done; and *they* were all in the after-cabin, the entrance to which was guarded by half a

tion; and his messmates, anxious to preserve his life, burnt out the flesh by means of heated marline-spikes! and it is yet exceedingly problematical whether even an imperfect recovery may be ultimately accomplished. We have mentioned these particulars, because a private subscription has been voluntarily started by some benevolent individuals; and we know that an object so truly deserving of commiseration cannot be neglected in this community. If we cannot restore that which is lost, or even alleviate present miseries, we can at least make the attempt, and thereby evince our sympathy.

—*Nantucket Enquirer.*

dozen stout natives, rendering any attempt to force it hopeless. He saw that the ship was completely abandoned to the savages, and the lives of the surviving portion of the crew entirely at their mercy. Desperate as his situation seemed to be, he resolved, if fall he must, not to do so without an effort to save himself and the vessel.

The only way to reach the cabin and obtain arms, was by passing down the main hatch, and removing a quantity of barrels, staves, and promiscuous lumber, which was closely stowed throughout the whole distance. This labour, under ordinary circumstances, would have required hours; but it was the last resort. His plan was formed on the instant. Dropping his spade, he sprang over and through the astonished savages, with an impetuosity not to be resisted, secured his way to the hatch. True to his purpose, he leaped down, and commenced cutting his way through to the cabin. His mental energies must have added greatly to his strength. The work was accomplished in a very short space of time; when, having removed and staved barrels and boxes, he pushed aside all obstacles, and entered the steerage, or forward cabin. Here was a man who had been for several weeks confined by sickness. Mr. Jones seized his own pistols, and placed them in the hands of the invalid, directing him to guard the gangway while he stove a hole through the cabin door, which was locked, large enough to admit him, and secured the guns. Here he was detained in collecting ammunition, fixing flints, and loading. He soon prepared himself: his first shot up the gangway took effect, and the song of victory, which the savages had begun, was changed into a sound of wailing. The report of the gun to those concealed, and the fall of an enemy to those aloft, appeared like a call to the rescue. Jones continued to load and fire as quickly as possible; and his shots, though many of them at random, did much execution, especially in the canoes, which, as they approached the stern, were exposed to his fire from

the cabin windows. The men aloft now succeeded in setting the after sails, for the purpose of getting the vessel's head off shore. There being no man at the helm, and the savages masters of the deck, a sailor came down from the fore-top, loosed the flying jib, and hoisted the sail; while the rest braced the fore-yards in such a manner as to gain some headway from the land. Some of the seamen, who had concealed themselves, discovered the mate's track to the cabin; and six of them were occupied in loading the guns, and passing them to him.

One man, who actually leaped from the main shrouds, over the heads of the enemy, into the hatches, was severely wounded in his descent; and again, after obtaining a gun, from occupying too exposed a situation. After receiving the last hurt, he staggered back, saying, "Mr. Jones, I have lost my leg!" The mate bound up the limb, and he sat loading and passing muskets during the remainder of the conflict. A man was heard at the wheel, who, it appeared, was the chief. He could not be seen, but they fired random shots, the second of which entered his left side, passed through his heart, and out under the right arm. He leaped from the deck, and fell dead. The canoes still approached, and, for fifteen minutes longer, death was dealt in frightful forms to the astounded natives. Jones now determined to retake the deck at all hazards. Each man, with loaded gun, advanced to the gangway; as they went up, they met from those aloft the joyful announcement, "They are overboard!" Every savage had sprung into the water. The crew levelled their guns, and, as the enemy rose to the surface, gave them a parting volley, and immediately made sail. One short hour had deprived them of all their senior officers; reduced their number to fourteen, fit for duty; cost the savages a score of lives, including that of their chief; ruined the prospects of the voyage; and placed in command of a fine ship a young man whose courage and skill would make him an ornament to our navy.

Mr. Jones navigated the vessel through a portion of the most dangerous part of the Pacific, and, after a voyage of fifty days, brought her into the nearest port, and gave her up to the American consul.*

Almost every arrival from the Pacific brings some melancholy intelligence of shipwreck, mutiny, or massacre, among the South Sea islands. The schooners Honduras and Thetis sailed from the Sandwich Islands on the 9th of May, 1835, on a shelling voyage among the islands in the North Pacific. Shortly after leaving, a mutiny took place on board the Thetis, in which Captain Rogers and his mate were both killed while asleep on deck. The trading-master, or supercargo of the schooner, hearing the alarm, came from below well armed, and instantly attacked and slew the principal mutineer. He then took command of the vessel, and reached the island of Ascension, where the Honduras had before arrived.

The Honduras left soon after on a cruise among the neighboring islands. On the 23d of August, her foremast was carried away, and, being in want of provisions, she went into Strong's Island, one of the Kingsmill's group, lying in latitude five degrees twelve minutes north, longitude one hundred and sixty-two degrees fifty-eight minutes east. On the day of her arrival, while the vessel was filled with people, and the captain and eight men were on shore, the natives commenced an attack, in which thirteen men, including the captain and party on shore, were murdered. The mate, with the assistance only of a boy, finally succeeded in clearing the vessel of the savages, and worked her out of the harbour, though she grounded several times. He arrived at Ascension on the 3d of September last, in great distress, but shipped a native crew, and continued the voyage. On the 4th of January, the Honduras and Thetis were both at Honolulu.

* From that port she sailed for the United States, and arrived in June.

At Strong's Island was seen a whaling brig on shore, which had sailed from the Sandwich Islands fourteen months previously; no doubt she had been taken by the natives, and her crew murdered, or led into hopeless captivity. She was owned by a company of persons at the Sandwich Islands. Such has been the fate of many of our own vessels.

The same conveyance which brought this intelligence, brought, also, an account of the loss of the whale ship Independence of Nantucket, Captain Brayton. This ship is reported to be entirely lost on a desolate island. The crew were divided into two boats: the one commanded by the mate had arrived at Tahiti. It was feared Captain Brayton's boat was lost.

Even the Friendly Islands, though long known, and often visited by our ships for refreshments, require the presence of our men of war. Several outrages have been recently committed by a chief in the southeasterly part of the group upon our sailors; and captains of vessels have in several instances been seized while on shore, and heavy demands exacted for their ransoms. I derived my information of this fact from one of the masters referred to, who was maltreated by the natives, and detained a prisoner for twenty-four hours, till he gave them a cannon with ammunition, and many other valuable articles, as the price of his liberty, and was at last suffered to return on board his vessel.

Alexander S. Joy, of Nantucket, informed me that upon visiting the Tonga group in 1833, he ascertained that there were captives on the islands, although he was unable to learn their number, or the circumstances under which they had been left. He also told me that there were three Americans on the Navigator Islands in the condition of prisoners to the natives.

Captain Kelly, of the brig Christopher Burdick of Providence, has in all probability been recently shipwrecked among the islands. He sailed from the United States on a trading voyage, and was seen by me at Valparaiso in 1831. The latest accounts received

from him are dated September 17, 1831, at Oahu, since when it was reported that he had been at Wallis's Island, and had left on a cruise about the middle of February, 1832. It was known that Captain Kelly intended to visit the Feejee Islands, and thence to shape his course southward, through the numerous groups lying in the direction of New Holland. Since that time no news have been received from him, and there can be no doubt that his vessel has either been wrecked, or taken possession of by the natives. In either case, the crew, or a portion of them, may be at this moment alive, and anxiously awaiting the arrival of some vessel to restore them to their country and friends. I saw at Nantucket, in October last, the wife of Captain Kelly, disconsolate and worn down by grief, with a young and helpless family around her. She can only offer her prayers that our government will despatch vessels to seek for her unfortunate husband and his hapless crew.

While I remained at Nantucket, I learned from a widowed mother that she had a son on the Feejee Islands. He had been cast away among them nine years ago, and had been for a long time given up by her as lost, when a short time since she received intelligence from him which he contrived to send by a whale ship that passed near the island he inhabited.

The loss of the ship *Mentor*, of New Bedford, is fresh in the recollections of all, since the distressing details have been copied into the columns of every newspaper in the Union. The vessel struck upon a ledge of rocks near the Pelew Islands, not laid down on any chart, and, after losing an officer and eleven of her crew among the breakers, the captain and remainder succeeded in reaching the islands, when they were made prisoners by the natives. Of their detention there, and subsequently at Lord North's Island, the barbarous treatment received from the natives of the latter place, the death of some, escape of others, as well as the condition of those left as hostages in the hands of the Pelew chiefs, present a thrilling picture of the vicissitudes to which the

mariner is constantly exposed, and which appeal to government with a force beyond the power of all language to portray.*

* Those islands which are located in the south-western regions of the Pacific Ocean, are known to some geographers by the general appellation of *Australasia*; while those which lie more to the east and north, are known by that of *Polynesia*. The latter include the Ladrões, the Caroline, the Sandwich, the Marquesas, the Society and the Friendly Islands, with all others connected with those groups. Immediately to the west of this circuit are the Philippines, the capital of which is *Manilla*. They are said to comprise eleven hundred in number; but some hundreds of them are very small, and they are all nominally subject to the Spanish government at *Manilla*. The natives of these islands are known to be affable, hospitable, and honest; cultivating the soil with industry and skill, and subsisting chiefly on rice, cocoa-nuts, and salted fish.

Nearly a thousand miles to the eastward of the Philippines, between them and the Caroline Islands, are eighteen others, disposed in a group or cluster, to which the Spaniards of the Philippine Islands have given the name of *Palaos*, on account of the tall *palm-trees*, with which they are covered in great abundance. They are generally known, however, to English and American navigators, by the appellation of the *Pelew Islands*. Their inhabitants were once considered as ferocious *cannibals*, delighting to feed on human flesh; and this opinion was strengthened by reports of their proneness to cut off every trading ship, of which they could obtain the mastery, and massacre the crew. Such was the current and popular opinion, until the year 1753, when Captain Wilson, commander of the *Antelope* packet, in the service of the East India Company, had the misfortune to suffer shipwreck among them in that year. Captain Wilson was the first to give them a very different character from that which they had hitherto borne; and his printed narrative represents them as hospitable, friendly, and humane.

But new and additional light has been recently thrown upon the manners, character, and customs of this insulated people, by a similar disaster which befel the American whale ship *Mentor*, Captain Edward C. Barnard, who, in 1831, was wrecked on a coral reef connected with the most easterly island of this group, and his vessel entirely lost. The captain, and eleven of his crew, fell into the hands of the natives, and remained on one of these islands for the space of six months; during which time they were well treated, and acquired a considerable knowledge of the language, character, manners, customs, and habits of the natives, who cheerfully assisted them in arranging the means for eight of their number to seek some civilized settlement, from whence they might transmit a ransom for the rest. But in attempting to navigate their way, in a native canoe, to *Amboyna*, one of the *Moluccas*, or *Spice Islands*, which lie to the south-west of the *Pelews*, they were captured by the natives of *Lord North's Island*, who reduced them to the most abject state of slavery and starvation. Here their misfortunes may be said to have commenced.

After ten months' captivity and suffering, Captain Barnard and one of the crew effected their escape on board a Spanish vessel, and ultimately reached the United States in safety. One of those who still lingered in bondage was put to death by the natives for some trifling offence, and another of them literally died of starvation. Two others, soon after, suffered a similar fate—if it may be termed suffering, to find relief from their miseries in death. There were now only two individuals remaining of the

The amount of suffering which imbitters the life of families deprived by the perils of the sea of their ornaments and supports, admits not of computation. The sum of misery would still remain

eight, viz., Horace Holden and Benjamin H. Nute, who were soon reduced to such a state of exhaustion that they could no longer labour, and were therefore refused even the scanty allowance of food which had hitherto been reluctantly allowed them. Finding them totally useless as working slaves, the natives finally consented to put them on board an English ship, which happened to be passing the island on her way to Canton, after a state of slavery of three years, duration, which, for privation and suffering, beggars all description. At the time of their liberation, they were entirely naked, under a broiling sun, not a hundred miles north of the equator, and so reduced in health and strength, that a few more days of suffering must have terminated their earthly existence. From Canton, they came home in an American vessel, and arrived at New York on the 5th of May, 1835, after an absence of nearly five years. From a short conversation with these two survivors of the *Mentor's* crew, the following particulars have been obtained.

The ship *Mentor*, completely fitted and equipped for a whaling voyage to the South Seas, sailed from New Bedford on the 20th of July, 1830. She had a complement of twenty-two men, including officers, most of them young and enterprising, excited with high and animating hopes of seeing distant regions, and bettering their fortunes from the treasures of the deep. On her passage out, the *Mentor* touched at Fayal, one of that group of islands distinguished by the name of Azores, or Western Islands, lying in the Atlantic Ocean, between twenty-five and thirty degrees of west longitude, and between the thirty-seventh and fortieth parallel of north latitude. After despatching their business at Fayal, and surveying the scene of the unparalleled gallant defence of the United States private armed vessel *General Armstrong*, during the last war, the *Mentor* stretched to the south; and, in due time, after experiencing a great variety of weather, she doubled the Cape of Good Hope, and crossed the Indian Ocean, to the Strait of Timor. From hence, it was the captain's intention to steer for the island of Tinian, one of the Ladrone group, in the vicinity of which lay their contemplated cruising ground.

The time occupied in this extensive route had brought round the month of May, 1831, before she reached Amboyna, the Dutch metropolis of the Moluccas, or Spice Islands. About the 15th of May, they began to encounter boisterous weather, and for several days were unable to take any observation. On the 21st, the weather became still worse, and finally increased to a most tremendous gale, which obliged them to reduce their sails until nothing remained spread but a close reefed main-topsail and a back topmast-staysail. The ship laboured severely until nearly midnight, when she struck upon a coral reef, running out from the nearest of the Pelew Islands.

As every one instantly perceived that the destruction of the ship was inevitable, eleven of the crew attempted to save themselves in a boat, which they lowered for that purpose, but were never afterwards heard of. The remaining eleven of the crew clung by the ship, which now lay on her beam ends, a helpless mark for the fury of the waves, and still exerted every endeavour to right her, by cutting away her masts, and resorting to every other expedient to save her, until they found themselves compelled to give up their useless efforts in despair, and to consult their own personal safety, by

great, were everything which a wise and enlightened philanthropy could suggest for its alleviation be successfully accomplished. The human heart is long destined, as in times bygone, to be

lashing themselves to her weather side, where they remained a prey to the most gloomy forebodings until morning.

The earliest glimmerings of returning day had no sooner appeared in the east, than the eleven survivors launched the remaining boat from the ship, and proceeded to examine the reef, along which they rowed about two miles from the wreck, when they succeeded in getting upon dry land. Here they remained two days and two nights, with nothing to subsist on, except a few pounds of bread which they had taken from the wreck, with about four gallons of water. They had also secured a few of their clothes, two or three cutlasses, a musket, and a pair of pistols.

On the third morning after their landing, as soon as daylight appeared, the first objects which met their view were thirty or forty canoes, rapidly approaching them. Captain Barnard immediately told his men that they would be surrounded by savages, and advised them to submit without resistance. The leading canoe, filled with naked savages, soon approached the shore, and then lay to, in order more closely to examine the shipwrecked strangers. The latter, perceiving that the natives were evidently waiting for some intimation of their feelings on this occasion, displayed a shirt on an oar, as a signal of amity and submission, when the savages immediately landed, and very unceremoniously seized their clothes and weapons, which they conveyed to their canoe. Having thus stripped their involuntary and defenceless guests, they called out to them, in an authoritative voice, made intelligible by violent gesticulations, for the Americans to accompany them to the ship for more plunder. Compliance followed, of course, and the wreck was soon plundered of everything that could be carried away in the canoes, particularly fire-arms and other weapons. After thus thoroughly stripping the *Mentor*, all the canoes, except one, departed; and the savages in that made signs to the seamen to throw them a rope, and they would tow them to land. They accordingly did so; but as they approached the land, the natives in the canoe used such menacing gestures towards the boat's crew, that the captain ordered Benjamin Nute to cut the towline, and the Americans immediately pulled away from her. The savages resented this manœuvre by throwing their war-clubs and spears at the retreating crew, by one of which missiles the face of a seaman was dreadfully shattered. They succeeded, however, in making their escape to the open sea, preferring to encounter the tender mercies of the billows, than the sufferings which might await them on shore.

At sundown, they again beheld land, and on the ensuing days succeeded in reaching it, but in a state of the utmost exhaustion. This was a small uninhabited island, situated about half a mile from a larger one. They succeeded in getting on shore, where they soon saw a canoe approach them with two savages in it, who held up a fish in token of amity. The Americans responded to the signal by exhibiting a large crab. This interchange of telegraphic signs appeared to satisfy the natives, who immediately landed, and approached the Americans with apparent pleasure and confidence, evidently gratified at the unexpected meeting. After some time, they made signs for the seamen to follow them into their canoes, and then proceeded towards the larger island; on their way to which, they were soon surrounded by

wrung with unavoidable and irremediable griefs ; these must be healed by the soothing influence of time, and the consolations of religion. But it is not of these that we speak. The sorrow we

several canoes, from one of which a chief sprang into the American boat, and assaulted Captain Barnard with the greatest fury. This seemed to be the signal for a general attack, which now took place simultaneously, until the exhausted Americans were overpowered and stripped naked, and in this helpless condition conveyed to land.

Here they were soon surrounded by women and children, who regarded them as extraordinary objects of curiosity, repeatedly examining them minutely, with their hands as well as their eyes, and evincing much sympathy and compassion for their misfortunes. All the chiefs were assembled on a stone platform near them, to deliberate and determine on what was to be done with the strangers. When the result of their deliberations was announced, the women and children were affected to tears, which filled the unfortunate captives with the most dreadful forebodings of a lamentable fate. These apprehensions, however, proved to be entirely groundless ; for as soon as the council broke up, they were treated with a sort of toddy, composed of water and molasses, made from the saccharine of the cocoa-nut. They were then conducted to the chief town, called Ibiel, where the chiefs held another council on the subject of their reception, which was suddenly dissolved by an incident that gave a new and brighter aspect to the affair, and would prove highly effective as the *dénouement* of a drama on the stage.

In the midst of the council's deliberations, a chief, to the unspeakable astonishment of the Americans, ran towards them from another quarter, and eagerly addressed them in English ! Who can form the faintest idea of the overpowering emotions which shook every American bosom at this instant ? To be addressed in their own language, and that correctly spoken too, in a situation where they had nothing to expect but tortures and death from inhuman barbarians, who would only mock at their shrieks of anguish in an unknown jargon ! But here was one of their own countrymen, (or, what is the same thing, an Englishman,) who announced himself as chief and governor of the island, and whose will was the supreme law !

On entering into conversation with this chief, they learned that he was an Englishman, who had deserted his ship more than twenty years before ; had remained on the island ever since ; had been elected as a chief, and exercised unlimited authority among the savages. Through this man's influence, they had a comfortable house assigned them to live in, and were well treated while they remained on the island. Their shirts and trousers were returned, which were all the clothes they had to wear ; they were well fed, however, and not required to do any work. The island produced a plenty of cocoa-nuts and yams ; was well stocked with pigs and goats, and was resorted to by immense flocks of sea-fowl. So that they lived a life of ease and plenty for about six months, when, by an abortive attempt to relieve their natural longings for home, they encountered a state of toil and starvation, that offered no hope of relief but from the stroke of death !

After an exile of half a year, and perceiving no likelihood of a vessel touching at the island, the Americans at length induced some of the natives, by promises of rewards, to build them a canoe, and to let eight of them leave the island, the other three remaining as hostages for the promised payment. These eight seamen, accompanied by

have witnessed may yet be turned to joy, and it is to the paternal sympathy and prompt action of the government that we can look for relief.

three natives, embarked in the canoe and the seamen's boat, and set sail for Amboyna, which lies about one hundred and sixty leagues to the south-west of the Pelew Islands. When they had been five days on their adventurous voyage, the canoe foundered, and the eight seamen and savages were obliged to take to the boat; their stock of provisions consisting of only four cocoa-nuts each, and about twelve quarts of water. In four days afterwards, being the 6th of December, 1831, they arrived within sight of Lord North's Island, which lies in latitude three degrees three minutes north, longitude one hundred and thirty-one degrees twenty minutes east, about ninety leagues from the hospitable island which they had recently left.

When they had arrived within five or six miles of Lord North's Island, they were soon surrounded by the savages, in about twenty canoes, who instantly commenced an unprovoked attack upon the defenceless Americans, every one of whom they knocked overboard, and then beat their boat to pieces with their war-clubs. In this dilemma, the Americans swam from one canoe to another, entreating to be taken on board, but were obstinately repulsed by the savages, until they had completed their work of destruction. They were then picked up, and conveyed to the island, which is extremely barren and unproductive, forming a striking contrast with the fertile spot they had so recently left. Lizards and mice are the only animal productions which this sterile spot produces; and no vegetables, except the cocoa-nut. The population is between four and five hundred souls, who lead a most miserable and wretched life; so that it is no uncommon thing for many of them to die of actual starvation!

The Americans were no sooner landed, than they were all instantly stripped of the wretched rags which remained among them, and they were then apportioned out as slaves to different masters in the island, by whom they were treated in the most cruel manner, half-starved and almost worked to death. Horace Holden, one of their number, who has published a very interesting narrative of their adventures and sufferings, thinks he was more fortunate than the rest, and had a more lenient master; but he had nothing to congratulate himself upon. Captain Barnard, being a stout muscular man, was treated with the most kindness.

The inhabitants of Lord North's Island are in a state of barbarism and ignorance; their principal, and almost only food, is the cocoa-nut, with which the island is scantily supplied. Occasionally they caught a few fish, or a turtle; but in general they are too lazy even to take the means of living when they can. Their sick and feeble are turned away to get well alone, or die by themselves, as fate may decide. Religion they have none, unless an indistinct fear of a power—they know not what—and an occasional worship of images, can be termed such. While Holden was on the island, several earthquakes happened, which terrified the natives much, as also did thunderstorms.

Their war weapons are wooden spears, pointed with rows of sharks' teeth, and very heavy. Their canoes are made of logs which accidentally drift to the island, as they cannot raise trees large enough for the purpose among themselves. Their language is peculiar to themselves, and the natives of Bablethoup, who were with our sufferers, could not understand them. They are cowardly and servile, yet barbarous and cruel; and in their habits, tempers, and dispositions, most disgusting and loathsome.

But it is unnecessary to dwell longer on the losses of our vessels, a portion of whose crews are still surviving on the numerous islands of those dangerous seas. The list might be greatly enlarged, to

The crew of the *Mentor* were captured December 6, 1831, and in about two months afterwards Captain Barnard and one man managed to escape in a canoe, to a vessel which was in sight. This only served to render the situation of the rest more severe and distressing. At no time had they food sufficient to satisfy the cravings of hunger, and they were obliged to labour incessantly for their masters, naked and in the hot sun, until their flesh was gone, their skin tanned and burnt, and their bones sore. The survivors were held accountable for those who had run away, and were given to understand that their doom was sealed. Vessels frequently afterwards came in sight, and the natives traded with them, but the crew of the *Mentor* were, at such times, carefully kept out of the way. They were roused to their work at sunrise, and kept at labour till night, frequently without any food until they had finished, and then not enough; and if from exhaustion the required amount of labour was not performed, they were deprived of food altogether. To add to their other sufferings, they were all tattooed, in spite of expostulations and entreaties. This was performed in a cruel manner. They were bound down to the ground, and figures imprinted on the skin with a sharp stick; the skin was then thickly punctured with an instrument made of sharpened fish bones, something like an adze in shape, but having teeth like a saw, rather than a smooth edge. This instrument was held within an inch or two of the skin, and struck upon with a piece of wood to drive into the flesh; an inky substance was then poured into the wounds. In this way their breasts and arms were tattooed, and the narrator has the marks of it now on his body. The consequence was, of course, running sores for some time. They were also obliged to pluck the hair from different parts of the body, and to pluck their beards once in ten days.

About a year after they had been on the island, William Sefton, one of the crew, became so reduced and exhausted by hunger, that he was unable to walk, or even rise from the ground. In this situation, he was not allowed the poor satisfaction of dying among his comrades, but was placed by the savages in an old canoe, and sent adrift on the ocean. This was but the commencement of the final breaking up of the little remnant of the poor *Mentor's* crew. One after another was either starved to death, or killed for some trifling offence; and at one time, it was almost by a miracle that Holden himself was saved from a similar fate. All the dead were sent adrift on the ocean, as it was not the custom of the natives to deposit their dead in the earth, except very young children. One other, only, was ever sent to sea alive, after having become so reduced as to be unable to help himself. There was no alleviation of their wretchedness, and Nute and Holden were the last ones left, with only the Pelew chief who accompanied them from Bablethoup.

In the autumn of 1834, the two survivors had become so feeble as to be useless to their masters, and, having learned sufficient of the language to talk with the natives, reasoned them into a promise that they might go on board the next vessel that came in sight. They were then literally turned out to die; as they could not work, they were not allowed food, and they crawled from place to place subsisting on leaves, and occasionally begging a morsel of cocoa-nut, until at last an English vessel came in sight. The natives were persuaded, by promises of reward, to put off for the ship.

say nothing of the fate of those from whom no tidings have ever been received, and of whom, in the simple, yet awfully impressive language of a celebrated writer, we know only that "they sailed from their port and were never more heard of;" or in the equally impressive language of the Nantucket memorial, "many ships have gone into those seas, and no soul has returned to tell their fate."

When such appeals have been made to other nations, they have not paused to deliberate or calculate the expense. The expeditions despatched in quest of La Pérouse* reflected more honour

and, after some trouble, Nute and Holden were got on board. They were kindly tended, and landed at Lintin, whence, by the assistance of brother Americans, they were enabled to reach home.

The book from which we gather these facts is well written, and contains a great deal of information respecting the habits and customs, and the language of the savages. The author, of course, returned poor, but he has found friends when and where he least expected. The sale of this little volume will assist him much, and it is within the compass of every one's means. It is no fictitious narrative—the proofs of all he says are undoubted, and his own body furnishes evidence that his sufferings have not been exaggerated.

* *Voyage in search of La Pérouse, performed by order of the Constituent Assembly, in the years 1791, '92, '93 and 1794, and drawn up by M. Labillardiere :*

INTRODUCTION.

Page xi. "No intelligence had been received for three years respecting the ships *Boussole* and *Astrolabe*, commanded by M. de la Pérouse, when, early in the year 1791, the Parisian Society of Natural History called the attention of the Constituent Assembly to the fate of that navigator and his unfortunate companions.

"The hope of recovering at least some wreck of an expedition undertaken to promote the sciences, induced the Assembly to send two other ships to steer the same course which those navigators must have pursued, after their departure from Botany Bay. Some of them, it was thought, might have escaped from the wreck, and might be confined in a desert island, or thrown upon some coast inhabited by savages. Perhaps they might be dragging out life in a distant clime, with their longing eyes continually fixed upon the sea, anxiously looking for that relief which they had a right to expect from their country.

"On the 9th of February, 1791, the following decree was passed upon this subject:

"The National Assembly, having heard the report of its joint committees of Agriculture, Commerce, and the Marine, decrees: That the King be petitioned to issue orders to all the ambassadors, residents, consuls, and agents of the nation, to apply, in the name of humanity, and of the arts and sciences, to the different Sovereigns at whose courts they reside, requesting them to charge all their navigators and agents whatsoever, and in what places soever, but particularly in the most southerly parts of the South Sea, to search diligently for the two French frigates, the *Boussole* and the

on the French government than all their discoveries. The Kings of Denmark bound themselves by their coronation oaths to search for, protect, and succour their colonies in the far north, whose inhabitants, if deprived of the aid of the mother country, might perish under their privations in the long and dreary Arctic winters. But examples drawn from times comparatively remote may be viewed with indifference by some, who think nothing to be real, and possess a practical bearing, unless it transpire in their own generation, and occur before their own eyes. To such we will instance the fact, that no sooner was news received in England, a few months since, that several whale ships were locked up in the ice in the Arctic regions, than the Admiralty anticipated the generous sympathies of the nation, by devising the most speedy and efficient means for their relief. That distinguished officer, Captain Ross, the younger, having volunteered his services, was solicited to command the expedition fitted out for this purpose.

Astrolabe, commanded by M. de la Pérouse, as also for their ships' companies, and to make every inquiry which has a tendency to ascertain their existence or their shipwreck; in order that, if M. de la Pérouse and his companions should be found or met with in any place whatsoever, they may give them every assistance, and procure them all the means necessary for their return into their own country, and for bringing with them all the property of which they may be possessed; and the National Assembly engages to indemnify, and even to recompense, in proportion to the importance of the service, any person or persons who shall give assistance to those navigators, shall procure intelligence concerning them, or shall be instrumental in restoring to France any papers or effects whatsoever, which may belong, or may have belonged, to their expedition.

“Decrees further, that the King be petitioned to give orders for the fitting out of one or more ships, having on board men of science, naturalists, and draughtsmen, and to charge the commanders of the expedition with the two-fold mission of searching for M. de la Pérouse, agreeably to the documents, instructions, and orders which shall be delivered to them, and of making inquiries relative to the sciences and to commerce, taking every measure to render this expedition useful and advantageous to navigation, geography, commerce, and the arts and sciences, independently of their search for M. de la Pérouse, and even after having found him, or obtained intelligence concerning him.”

Compared with the original, by us, the President and Secretaries of the National Assembly, at Paris, this 24th day of February, 1791.

(Signed)

DUPORT, *President.*

LIORE, }
BOUSSION, } *Secretaries.*

On being informed, about twelve months since, of the probable loss of the French vessel *Lilloise* in the Polar Seas, one hundred thousand francs were offered by the government as a reward to ships of any nation, who should succeed in extricating her crew from their perilous situation, while at the same time the *Recherche* was despatched to look after them.

With these multiplied examples before us, we feel emboldened to ask, if our officers are less persevering and skilful than Europeans, and if the lives of our mariners are to be held in less estimation than those of foreigners? A reply to the first question is contained in the pages of our history; for an answer to the second, we must look to the action of the government.

But perhaps some one may ask, why not despatch a national vessel from the Pacific squadron to the relief of these unfortunate men? and why may not all useful ends be accomplished by the agency of our regular naval force on that station, and the intelligence of our officers?

These are questions which, though often asked, evince more humanity than judgment, since we hesitate not to say, that such a step would carry with it the shadow of protection, without effecting any substantial or permanent results. Let us examine this subject in a practical point of view. What is the authorized force constituting the Pacific squadron? One frigate, two sloops, and a schooner; and even this is a larger force than is usually retained there. Again, what are the duties of this squadron, and what the extent of coast to be guarded by it? It is constantly in motion, on a line from the islands of *Chiloe*, in latitude forty-two degrees south, to the coast of California, and even to the mouth of the *Columbia* river, in a yet higher latitude north; comprising at least eighty degrees, or nearly one-fourth of the earth's circumference, and embracing six of the separate governments of South America, as often convulsed by political revolutions as their mountains and plains are by the shocks of their earthquakes and the eruptions of

their volcanoes; The Pacific squadron has enough to do within its already prescribed limits. Even were our squadron greatly increased, as it should be, in the Pacific, still that immense line of coast would afford ample employment for its officers, however ardent in their contributions to science. As long as the waters of the numerous harbours on the coast shall continue to be divided by the keels of our vessels, no item of geographical knowledge should be deemed so minute, as to be unworthy our attention. If our public vessels, therefore, find leisure on their hands, it is not because there is nothing to do. It is notorious that there are numerous points on that coast misplaced on the charts of the most recent construction and by the most approved hydrographers. In a space comprising several hundred miles north of Lima, almost every point is said to have an erroneously assigned position on the charts. Our knowledge of the northwest coast, especially about the mouth of the river Columbia, is still defective. Of some spacious bays making in on the north, we have not even the sketch of a chart; while of the islands adjacent, we know still less—we mean that degree of accuracy which deserves the name of knowledge. The Galapago group* of islands have never been

* This, in some respects, interesting group, which comprises a large number of small islands, is situated nearly under the equator, between the eighty-ninth and ninety-second degrees of west longitude, about two hundred and forty leagues west of the American continent. A majority of these islands are situated a little south of the equinoctial line, though a few scattering islands are found north of it. Albemarle, which is the largest of the cluster, is more than seventy miles in length, and stretches north and south, with an eastern coast that is nearly straight, but its western side is deeply concave, embracing the volcanic island of Narborough. The north head of Albemarle terminates westwardly in Cape Berkley, which is exactly on the line. South and east of Albemarle are Charles's Island, Hood's, Chatham's, Barrington's, Downes's, Porter's, and James's islands.

The name of this group is derived from the Spanish word *galapago*, a fresh water *tortoise*; and it was given to these islands because they abound with the largest class of these animals, a species of *terapin*, to which Commodore Porter has given the name of *elephant tortoise*, as their legs, feet, and clumsy movements strongly resemble those of the elephant. Their flesh is most excellent food, and they seem to have been placed here, in these lonely regions, for the sole purpose of refreshing the adventurous

accurately surveyed, and they are much frequented by our whale ships at the present time.

While standing direct for Charles Island, (on which there is a

mariner, whose hazardous calling is the pursuit of the great leviathan of the deep. Many of them weigh from three to four hundred pounds, and will live in the hold of a vessel a remarkable length of time, without sustenance, and still retain much of their original fatness and richness of flavour. Their drink is pure water, which they carry with them cool, fresh, and sweet, for a long time after they are made prisoners.

The hill-sides of these islands, near the shore, are covered with prickly-pear trees, upon which these terapins feed, and thrive in a most wonderful manner. These animals have doubtless saved the lives of many seamen employed in the whale-fisheries in those seas, who would otherwise have perished or suffered much with the scurvy. They sometimes take from six to nine hundred of the smallest of these tortoises on board, when about leaving the islands for their cruising grounds; thus providing themselves with fresh and wholesome provisions for six or eight months, and securing the men from attacks of the scurvy.

The amount of tonnage and capital employed in the South Sea fisheries has so much augmented, within a few past years, as to produce a general impression that every thing connected with this great interest is going on prosperously.

Such, unfortunately, is not the case. Abuses of the most serious nature, not only exist, but are of daily occurrence in the whale fleet. Some of these abuses may be corrected by the owners, while others can only be reached by the strong arm of government. That our public vessels do all in their power to redress these evils, is readily admitted; but having an extensive coast and its interests to protect, they are often distant from the ports frequented by whalers. Hence arises the number of disordered ships, and protracted if not broken voyages, with which many are but too well acquainted.

The few consuls we have had on the coast have been merchants, who have probably held their commissions for the security they yield to their own interests and to consignments made to their respective houses; while the whaler, who brings them no profit, can receive but little of their attention. Their views are limited to their own sphere of operations; the difficulties of the whaler, if considered at all, are but a secondary object. Yet, in a national point of view, the mercantile interest of our citizens on this coast is vastly inferior to that of those engaged in the fisheries.

A few items will be sufficient to prove this fact: In the single port of Payta, in the year 1831, the amount of tonnage of our whale ships amounted to twenty-four thousand four hundred and thirty-nine, having on board forty-six thousand eight hundred and ninety-five barrels of oil. For the year 1832, twenty-seven thousand one hundred tons of shipping, and forty thousand eight hundred and ninety-five barrels of oil. For the year 1833, up to October, twenty thousand two hundred and seventy-six tons, and thirty-six thousand four hundred and fifty barrels of oil.

Yet, at a point that is, and ever must be, of such great importance, so often the seat of abuse and irregularity, as well on the part of the local authorities as among our own shipping, we have no accredited agent to look after these immense interests.

In a letter received by Commodore Downes, from J. C. Jones, our consul at Oahu,

flourishing settlement,) in September, 1833, the United States frigate *Potomac* came nigh running on a dangerous reef, of which no chart gave indication. When all these and many other places

the latter gentleman says, "I have never before seen the importance of having a vessel of war stationed at these islands for the protection of the whale fishery, as at the present period. Scarcely has there been one of our whalers in the harbour, that has not experienced more or less difficulty. I have, at one time, had sixty Americans confined in the fort; and hardly a day has passed that I have not been compelled to visit one or more ships to quell a mutiny, or compel, by force, whole crews to do their duty, who had united to work no longer. I should say, too, that there are more than one hundred deserters now on shore from our ships, regular outlaws, ready to embark in any adventure. Much of this trouble could have been avoided, had we a ship of war here at the season when the whale ships visit the islands; and I hope you will be disposed to send us one from your squadron the next spring, as I feel assured that a vessel of war will then be more needed than ever."

J. Lennox Kennedy, our consul at the port of Mazatlan, in a letter dated May 16th, 1833, makes a similar request, on account of the frequent revolutions that are taking place in the country; while from the port of Callao, five American masters of vessels urge a like petition, complaining of the hardships they suffer from a class of worthless keepers of grog-shops, who entice away their men, to the great hazard, and even ruin, of their voyages.

On the receipt of the above from the masters of the whale ships, the commodore made a communication to the commandant of marines at Callao, which by the latter was forwarded to the government at Lima; and in a few days, such regulations were effected, under the superintendence of the port captain, as effectually checked, for a time, the abuses complained of. The readiness with which the local authorities interfered in this matter, on the representation of the commodore, furnishes an evidence of what might be effected if we had commercial agents who attended to their duties.

The mere appointment of a consul, as our consuls are appointed and supported in other places, will not answer for our extended commercial operations in these seas. We require a consul at the islands, one in Payta, and another in Talluahana, Chili, on salaries which shall command the services of able men, and make them independent in action: men, whose politeness and attention to their countrymen shall not be proportioned, as it now is, to the amount of consignments made to their respective commission houses.

The sick also should be objects of special attention. In Payta we should have an hospital on a simple and economical plan; not a foreign port on the globe requires one more. There are more than six thousand seamen constantly traversing the ocean from Japan to this port, visiting each in the alternate changes of season, engaged in business at all times adventurous, and often exceedingly hazardous; and yet, within this mighty range, there is not a spot where the disabled or infirm sailor can be placed, with perfect assurance of being well attended. The consequence is, frequent instances of suffering and death, under the most melancholy circumstances, but for which neither the owners nor the captains are responsible. The mild and healthy climate of Payta would be in favour of such an institution, and the expense would be comparatively trifling.

lying under the very bows of our public vessels on the Pacific station shall have been carefully examined and reported on, it will be time to talk about extending their labours over the almost boundless seas, with their countless islands to the west, or to control and direct the movements of others sent for that purpose.

But it has likewise been urged, that one of our public ships might return to the United States by way of the islands, and we believe that one has actually been ordered to do so. Such a step will effect little towards remedying the evils complained of. Let us inspect the chart. The Feejee Islands lie more than one hundred degrees west of the coast whence such vessel must sail. With a supply of stores calculated to last eight months, at farthest, the entire circumnavigation of the globe before her, and the period for her return home nearly at hand, what time can she find to accomplish anything among those islands, where so much is required? Unacquainted with the language of the natives, and unprovided with interpreters, without the necessary preparations for making sketches and surveys, she may land at a few points, return home, make her report to the department as fully as circumstances will permit, and yet, as to any positive benefit accruing therefrom to our commerce, or any assistance to be rendered the future navigator, the results would not be more permanent than her rapidly obliterated wake on the surface of the deep.

No! it is useless to dally with this subject any longer, and to propose evasive and inefficient modes of compassing benefits, which nothing but a generous and intelligent liberality can insure. Vessels must be fitted out expressly for this purpose. They must be provided with instruments for making sketches and surveys of harbours, and correcting the position of reefs and islands on the charts. Places affording wood, water, and refreshments to our whalers and traders, should be visited and carefully examined for future use. Conferences should be held with the natives of the remotest groups, and their confidence gained as far as possi-

ble, by a judicious exhibition of our power and policy. Those untutored beings have not always been the first offenders.* Much

* Although personal experience, during an intercourse of years with our South Sea whaling captains, enables us to bear testimony to their intelligence, great enterprise, and humanity, as a body; yet there are necessarily exceptions to this general character. Among a class so daring and adventurous, it is not surprising that we occasionally meet with unprincipled men—and what profession or pursuit in life in which they may not be found?—who require to be held in subjection by the arm of coercive power, and the dread of legal penalties. To persons of this stamp, the South Sea trade and fishery open a wide field for the indulgence of their vicious propensities. Placed beyond the reach of penal influence, governed by no other law than their own will, it is not wonderful such men should be guilty of oppression and violence in their dealings with the natives. The savage does not pause to discriminate between individuals, and the flagitious act of one man may consign hundreds of his fellows to captivity or massacre. From several similar instances of wanton outrage, the truth of which cannot be doubted, we select the following.

Captain Barnard, of the ship *Mentor*, left, as hostages at the Pelew Islands, two men, named Meader and Davis, together with a lad named Alden. They were subsequently placed under the care of different masters; the boy at a spot considerably distant from the others, where he was occasionally allowed to accompany the natives in their excursions on the water. Some time within about a twelvemonth of the release of Meader and Davis, as nearly as they could compute, a ship hove in sight off that part of the island where young Alden resided, and he was taken out in one of three canoes, which were fitted out for a friendly visit to the strangers. Two of the canoes were old craft, but the third was a new and valuable one, belonging to the chief who commanded the expedition. They boarded the ship, and the parties treated each other with reciprocal kindness. Some trading ensued; after which the two old canoes were ordered off by the captain, while the other, with its crew, including Alden and the chief, was detained—the captain being desirous of purchasing it. During the negotiation for this end, a gale arose, which continued with such fury during four days, that the natives remained on board for the time; but no bargain was effected, the chief prizing his canoe above the offer of the captain, which was limited to three or four old muskets. At length, the vessel having drifted towards another part of the island, and night approaching, the chief consented to make the proposed exchange, provided the captain would agree to land him and his companions in the neighbourhood of their own settlement. It was resolved, however, to land them at the point nearest the ship. To this the chief earnestly objected, alleging that his enemies resided there, and would assuredly put them to death. Nevertheless, in spite of tears and remonstrances, they were thrust into the ship's boat and rowed towards land. Having proceeded some distance, the savages were driven overboard by their inhuman conductors, and compelled to swim for life into the very arms of their foes. After incredible sufferings among the coral rocks, exhausted by long exertion, they were captured, or rather picked up, by the hostile tribe. Their Indian enemies, less cruel than their civilized friends, nursed their wounds, healed their lacerated limbs, and, when their strength permitted, restored them to their homes, though swollen and debilitated. That night the vessel put to sea, taking away Alden, the canoe, and the promised remuneration.

of the cruel treatment experienced by persons who have visited them or have fallen unfortunately into their hands, has been inflicted in the spirit of retaliation. The law of revenge is common to savage man. He visits the offender with retribution, in the first instance; but if disappointed in this, he extends his hatred to

The abused natives, from whom this statement was received, could not, of course, designate the ship by name, but their description of her appearance induces the suspicion that she was a whaler. The relatives of Alden, who reside near New Bedford, are not, as far as we know, aware of his subsequent fate. The injured chief declares, that he marked well the features of the captain and his officers, determined, should opportunity offer, to make his spear drink their heart's blood. It is trusted that the offenders, of whatever nation they may prove, will yet be discovered, and brought to justice. This is one flagrant instance of atrocity, but, unfortunately, it does not stand alone.

Captain Swain, of ship William Penn, it may be remembered, lost a boat's crew at Navigator Islands. A ship, some weeks or months previously to his arrival, had touched there for supplies, on which occasion a European resident went on board as interpreter, and remained some days assisting to promote the object of the visit. On taking leave, the captain offered him a pair of duck trousers by way of payment for his services. The man respectfully submitted that the reward was insufficient. He was told, that if dissatisfied he should soon have enough; and thereupon was lashed to the rigging, unmercifully flogged, and afterwards sent on shore. The consequence of this treatment was, without question, the massacre of Captain Swain's boat crew, with the exception of a Sandwich Islander, who, after being severely wounded, was spared on account of the colour of his skin, and afterwards brought off by the ship Vincennes.

The facts of other aggravated cases have reached the public ear, the guilt of which, we regret to say, is imputed to the masters of one or two whaling vessels. At one of the islands, a few years ago, after a friendly interchange of civilities between the natives and their visitors, a large party of the former were carried on board ship as she was getting under way, and, after having been cruelly whipped, without the slightest provocation, were driven overboard by scores, many of them receiving severe injuries.

On another occasion, when a ship, but not under our flag, had obtained supplies, and her captain was leaving the shore in the last boat, he wantonly levelled his gun and shot down a harmless, unoffending native, who was unconsciously leaning against a tree on the beach. The poor fellow was carried off by his companions, apparently dead. What feeling could such cold-blooded butchery generate but a fierce thirst for revenge, to be wreaked on the first white man who should fall within their grasp? When a reason was asked for this act of fiendish brutality, it was given with the utmost sang froid—"Oh, it was nothing but an Indian."

With a knowledge of circumstances like these, and of what must naturally be their consequences, it becomes apparent that an efficient naval force is required in the South and Pacific Seas, not only for the greater safety of our commerce, and as a check upon the savages, but for another reason, viz., to protect the latter against the wanton cruelty of men claiming the appellation of civilized, and thus to remove the cause which has led to so much suffering and slaughter.

his relations and tribe. In this code there is no statute of limitations. The lapse of years or even of ages cannot soften the rigour of unpropitiated vengeance. The claim is transmitted from father to son, with a faithfulness and tenacity of purpose that insures ample reprisal at the earliest opportunity, however long postponed. What delicate perception of right and wrong, what mild forbearance, and what decision of character, are requisite to acquire the good-will of a people thus singularly constituted, and banish distrust from their bosoms! Can any one imagine that time and a special equipment would not be necessary to enable an expedition to produce its proper effects?

Presents should be judiciously distributed, especially among those by whom our shipwrecked mariners have been hospitably received. The promises made to chiefs to procure the restoration of prisoners, should be scrupulously fulfilled, and this policy should be observed in the ransom of European sailors as well as of our own. It will be a matter of national pride that our country should be the first to set the example of an enterprise destined to retrieve the character of civilized man, and in some measure atone for the accumulated injuries which centuries have seen of daily increasing enormity.

Animals should be transferred from one island to another, following the example of Cook in 1774, who left stock in New Zealand, the Sandwich and Society Islands, which, by their increase, have afforded supplies to thousands and tens of thousands of our seamen for the last thirty years. This measure is the more important, as our vessels are seeking places of refreshment nearer and more closely connected with the field of their pursuits west of the Sandwich Islands.

It is the opinion of some, as we are aware, that matters of this description are best left to individual enterprise, and that the interference of government is unnecessary. Such persons do not reflect, as they ought, that all measures of public utility which

from any cause cannot be accomplished by individuals, become the legitimate objects of public care, in reference to which the government is bound to employ the means put into its hands for the general good. Indeed, while there remains a spot of untrodden earth accessible to man, no enlightened, and especially commercial and free people, should withhold its contributions for exploring it, wherever that spot may be found on the earth, from the equator to the poles !

Have we not, then, shown that this expedition is called for by our extensive interests in those seas—interests which, from small beginnings, have increased astonishingly in the lapse of half a century, and which are every day augmenting and diffusing their beneficial results throughout the country? May we not venture on still higher grounds?—Had we no commerce to be benefited, would it not still be honourable; still worthy the patronage of congress; still the best possible employment of a portion of our naval force?

Have we not shown, that this expedition is called for by national dignity and honour? Have we not shown, that our commanding position and rank among the commercial nations of the earth, makes it only equitable that we should take our share in exploring and surveying new islands, remote seas, and, as yet, unknown territory? Who so uninformed as to assert, that all this has been done? Who so presumptuous as to set limits to knowledge, which, by a wise law of Providence, can never cease? As long as there is mind to act upon matter, the realms of science must be enlarged; and nature and her laws be better understood, and more understandingly applied to the great purpose of life. If the nation were oppressed with debt, it might, indeed it would, still be our duty to do something, though the fact, perhaps, would operate as a reason for a delay of action. But have we any thing of this kind to allege, when the country is prosperous, without a parallel in the annals of nations?

Is not every department of industry in a state of improvement? Not only two, but a hundred blades of grass grow where one grew when we became a nation; and our manufactures have increased, not less to astonish the philosopher and patriot than to benefit the nation; and have not agriculture and manufactures, wrought up by a capital of intelligence and enterprise, given a direct impulse to our commerce, a consequence to our navy? and if so, do they not impose new duties on every statesman?

Again, have we not shown that this expedition is demanded by public opinion, expressed in almost every form? Have not societies for the collection and diffusion of knowledge, towns and legislatures, and the commanding voice of public opinion, as seen through the public press, sanctioned and called for the enterprise? Granting, as all must, there is no dissenting voice upon the subject, that all are anxious that our country should do something for the great good of the human family, is not *now* the time, while the treasury, like the Nile in fruitful seasons, is overflowing its banks? If this question is settled, and I believe it is, the next is, what shall be the character of the expedition? The answer is in the minds of all—one worthy of the nation! And what would be worthy of the nation? Certainly nothing on a scale that has been attempted by any other country. If true to our national character, to the spirit of the age we live in, the first expedition sent out by this great republic must not fall short in any department—from a defective organization, or from adopting too closely the efforts of other nations as models for our own. We do, we always have done things best, when we do them in our own way. The spirit evinced by others is worthy of all imitation; but not their equipments. We must look at those seas; what we have there; what requires to be done;—and then apply the requisite means to accomplish the ends. It would not only be inglorious simply to follow a track pointed out by others, but could never content a people proud of their fame and rejoicing in their strength! They

would hurl to everlasting infamy the imbecile voyagers, who had only coasted where others had piloted. No; nothing but a goodly addition to the stock of present knowledge, would answer for those, most moderate in their expectations.

But, not only to correct the errors of former navigators, and to enlarge and correct the charts of every portion of sea and land that the expedition might visit, and other duties to which we have alluded; but also to collect, preserve, and arrange every thing valuable in the whole range of natural history, from the minute madrapore to the huge spermaceti, and accurately to describe that which cannot be preserved; to secure whatever may be hoped for in natural philosophy; to examine vegetation, from the hundred mosses of the rocks, throughout all the classes of shrub, flower, and tree, up to the monarch of the forest; to study man in his physical and mental powers, in his manners, habits, disposition, and social and political relations; and above all, in the philosophy of his language, in order to trace his origin from the early families of the old world; to examine the phenomena of winds and tides, of heat and cold, of light and darkness; to add geological to other surveys, when it can be done in safety; to examine the nature of soils—if not see if they can be planted with success—yet to see if they contain any thing which may be transplanted with utility to our own country; in fine, there should be science enough to bear upon every thing that may present itself for investigation.

How, it may be asked, is all this to be effected? By an enlightened body of naval officers, joining harmoniously with a corps of scientific men, imbued with the love of science, and sufficiently learned to pursue with success the branches to which they should be designated. This body of men should be carefully selected, and made sufficiently numerous to secure the great objects of the expedition. These lights of science, and the naval officers, so far from interfering with each others' fame, would, like stars in the milky-way, shed a lustre on each other, and all on their country!

These men may be obtained, if sufficient encouragement is offered as an inducement. They should be well paid. Scholars of sufficient attainments to qualify them for such stations, do not hang loosely upon society ; they must have fixed upon their professions or business in life : and what they are called to do, must be from the efforts of ripe minds ; not the experiments of youthful ones to prepare them for usefulness. If we have been a by-word and a reproach among nations for pitiful remuneration of intellectual labours, this expedition will afford an excellent opportunity of wiping it away. The stimulus of fame is not a sufficient motive for a scientific man to leave his family and friends, and all the charms and duties of social life, for years together ; but it must be united to the recompense of pecuniary reward, to call forth all the powers of an opulent mind. The price you pay will, in some measure, show your appreciation of such pursuits. We have no stars and ribands, no hereditary titles, to reward our men of genius for adding to the knowledge or to the comfort of mankind, and to the honour of the nation. We boast of our men of science, our philosophers, and artists, when they have paid the last tribute to envy by their death. When mouldering in their graves, they enjoy a reputation, which envy and malice and detraction may hawk at and tear, but cannot harm ! Let us be more just, and stamp the value we set on science in a noble appreciation of it, and by the price we are willing to pay.

It has been justly remarked, that those who enlighten their country by their talents, strengthen it by their philosophy, enrich it by their science, and adorn it by their genius, are Atlases, who support the name and dignity of their nation, and transmit it unimpaired to future generations. Their noblest part lives and is active, when they are no more ; and their names and contributions to knowledge, are legacies bequeathed to the whole world ! To those who shall thus labour to enrich our country, if we would be

just, we must be liberal, by giving to themselves and families an honourable support while engaged in these arduous duties !

If the objects of the expedition are noble, if the inducements to undertake it are of a high order—and we believe there can be no difference of opinion on this point—most assuredly the means to accomplish them should be adequate. No narrow views, no scanty arrangements, should enter the minds of those who have the planning and directing of the enterprise. At such a time, and in such a cause, *liberality* is *economy*, and *parsimony* is *extravagance*.

Again, if the object of the expedition were simply to attain a high southern latitude, then two small brigs or barks would be quite sufficient. If to visit a few points among the islands, a sloop of war might answer the purpose. But are these the objects ? We apprehend they only form a part. From the west coast of South America, running down the longitude among the islands, on both sides of the equator, though more especially south, to the very shores of Asia, is the field that lies open before us, independent of the higher latitudes south, of which we shall speak in the conclusion of our remarks. Reflecting on the picture we have sketched of our interests in that immense region, all must admit, that the armament of the expedition should be sufficient to protect our flag ; to succour the unfortunate of every nation, who may be found on desolate islands, or among hordes of savages ; a power that would be sufficient by the majesty of its appearance, to awe into respect and obedience the fierce and turbulent, and to give facilities to all engaged in the great purposes of the voyage. The amount of this power is a question upon which there can be but little difference of opinion, among those thoroughly acquainted with the subject ; the best informed are unanimous in their opinion, that there should be a well-appointed frigate, and five other vessels—twice that number would find enough, and more than they could do. The frigate would form the *nucleus*, round which the smaller vessels should perform the labours to which we have

already alluded, and which you will find pointed out in all the memorials and reports hitherto made on this subject, and which may be found among the printed documents on your tables. Some might say, and we have heard such things said, that this equipment would savour of individual pride in the commander; but they forget, that the calculations of the wise are generally secured by the strength of their measure. The voyage is long—the resting places uncertain, which makes the employment of a storeship, also, a matter of prudence and economy. It would not do to be anxious about food, while the expedition was in the search of an extended harvest of knowledge.

The expectations of the people of the United States from such an expedition, most unquestionably would be great. From their education and past exertions through all the history of our national growth, the people are prepared to expect that every public functionary should discharge his duty to the utmost extent of his physical and mental powers. They will not be satisfied with any thing short of all that men can perform. The appalling weight of responsibility of those who serve their country in such an expedition, is strikingly illustrated by the instructions given to Lewis and Clarke, in 1803, by President Jefferson. The extended views and mental grasp of this distinguished philosopher no one will question, nor can any one believe that he would be unnecessarily minute.

The sage, who had conceived and matured the plan of the expedition to the far west, in his instructions to its commander under his own signature, has left us a model worthy of all imitation. With the slight variations growing out of time and place, how applicable would those instructions be for the guidance of the enterprise we have at present in view? The doubts of some politicians, that this government has no power to encourage scientific inquiry, most assuredly had no place in the mind of that great *apostle of liberty, father of democracy, and strict constructionist!* We

claim no wider *range* than he has sanctioned; including as he does, *animate and inanimate nature, the heavens above, and all on the earth beneath!* The character and value of that paper are not sufficiently known. No extracts or condensations can do justice to it, or to the memory of its illustrious author; and I feel confident that no apology can be deemed necessary in bringing before you the entire document. Among all the records of his genius, his patriotism, and his learning to be found in our public archives, this paper deserves to take, and in time will take rank, second only to the Declaration of our Independence. The first, embodied the spirit of our free institutions and self-government; the latter, sanctioned those *liberal pursuits*, without a just appreciation of which, our institutions cannot be preserved, or if they can, would be scarcely worth preserving.

“TO MERIWETHER LEWIS, Esq.,

“*Captain United States Infantry, &c., &c.*”

“Your situation as secretary to the President of the United States has made you acquainted with the objects of my confidential message, of January 18, 1803, to the legislature; you have seen the act they passed, which, though expressed in general terms, was meant to sanction those objects, and you are appointed to carry them into execution.

“Instruments for ascertaining, by celestial observations, the geography of the country through which you will pass, have been already provided. Light articles for barter and presents among the Indians, arms for your attendants, say from ten to twelve men, boats, tents, and other travelling apparatus, with ammunitions, medicine, surgical instruments, and provisions, you will have prepared, with such aids as the Secretary at War can yield in his department; and from him also, you will receive authority to engage among our troops, by voluntary agreement, the number of attendants above mentioned; over whom you, as their commanding

officer, are invested with all the powers the laws give in such a case.

“As your movements, while within the limits of the United States, will be better directed by occasional communications, adapted to circumstances as they arise, they will not be noticed here. What follows will respect your proceedings after your departure from the United States.

“Your mission has been communicated to the ministers here from France, Spain, and Great Britain, and through them to their governments; and such assurances given them as to its objects, as we trust will satisfy them. The country of Louisiana having been ceded by Spain to France, the passports you have from the minister of France, the representative of the present sovereign of the country, will be a protection with all its subjects; and that from the minister of England will entitle you to the friendly aid of any traders of that allegiance with whom you may happen to meet.

“The object of your mission is to explore the Missouri river, and such principal streams of it, as, by its course and communication with the waters of the Pacific Ocean, whether the Columbia, Oregon, Colorado, or any other river, may offer the most direct and practicable water communication across the continent, for the purposes of commerce.

“Beginning at the mouth of the Missouri, you will take observations of latitude and longitude, at all remarkable points on the river, and especially at the mouths of rivers, at rapids, at islands, and other places and objects distinguished by such natural marks and characters, of a durable kind, as that they may with certainty be recognised hereafter. The courses of the river between these points of observation may be supplied by the compass, the log-line, and by time, corrected by the observations themselves. The variations of the needle, too, in different places should be noticed.

“The interesting points of the portage between the heads of the

Missouri, and of the water offering the best communication with the Pacific Ocean, should also be fixed by observation; and the course of that water to the ocean, in the same manner as that of the Missouri.

“Your observations are to be taken with great pains and accuracy; to be entered distinctly and intelligibly for others as well as yourself; to comprehend all the elements necessary, with the aid of the usual tables, to fix the latitude and longitude of the places at which they were taken; and are to be rendered to the war office, for the purpose of having the calculations made concurrently by proper persons within the United States. Several copies of these, as well as of your other notes, should be made at leisure times, and put into the care of your most trustworthy attendants to guard, by multiplying them against the accidental losses to which they will be exposed. A further guard would be, that one of these copies be on the cuticular membranes of the paper-birch, as less liable to injury from damp than common paper.

“The commerce which may be carried on with the people inhabiting the line you will pursue, renders a knowledge of those people important. You will, therefore, endeavour to make yourself acquainted, as far as a diligent pursuit of your journey shall admit, with the names of the nations and their numbers;

“The extent and limits of their possessions;

“Their relations with other tribes or nations;

“Their language, traditions, monuments;

“Their ordinary occupations in agriculture, fishing, hunting, war, arts, and the implements for these;

“Their food, clothing, and domestic accommodations;

“The diseases prevalent among them, and the remedies they use;

“Moral and physical circumstances which distinguish them from the tribes we know;

“Peculiarities in their laws, customs, and dispositions;

“And articles of commerce they may need or furnish, and to what extent.

“And, considering the interest which every nation has in extending and strengthening the authority of reason and justice among the people around them, it will be useful to acquire what knowledge you can of the state of morality, religion, and information among them; as it may better enable those who may endeavour to civilize and instruct them, to adopt their measures to the existing notions and practices of those on whom they are to operate.

“Other objects worthy of notice will be—

“The soil and face of the country, its growth and vegetable productions, especially those not of the United States;

“The animals of the country generally, and especially those not known in the United States;

“The remains and accounts of any which may be deemed rare or extinct;

“The mineral productions of every kind, but more particularly metals, limestone, pit-coal, saltpetre; salines and mineral waters, noting the temperature of the last, and such circumstances as may indicate their character;

“Volcanic appearances;

“Climate, as characterized by the thermometer, by the proportion of rainy, cloudy, and clear days; by lightning, hail, snow, ice; by the access and recess of frost; by the winds prevailing at different seasons; the dates at which particular plants put forth, or lose their flower or leaf; times of appearance of particular birds, reptiles, or insects.

“Although your route will be along the channel of the Missouri, yet you will endeavour to inform yourself, by inquiry, of the character and extent of the country watered by its branches, and especially on its southern side. The North river, or Rio Bravo, which runs into the Gulf of Mexico, and the North river, or Rio Colorado, which runs into the Gulf of California, are understood

to be the principal streams heading opposite to the waters of the Missouri, and running southwardly. Whether the dividing grounds, between the Missouri and them, are mountains or flat lands, what are their distance from the Missouri, the character of the intermediate country, and the people inhabiting it, are worthy of particular inquiry. The northern waters of the Missouri are less to be inquired after, because they have been ascertained to a considerable degree, and are still in a course of ascertainment by English traders and travellers; but if you can learn any thing certain of the most northern source of the Mississippi, and of its position relatively to the Lake of the Woods, it will be interesting to us. Some account too, of the path of the Canadian traders from the Mississippi, at the mouth of the Ouisconsin to where it strikes the Missouri, and of the soil and rivers in its course, is desirable.

“In all your intercourse with the natives, treat them in the most friendly and conciliatory manner which their own conduct will admit; allay all jealousies as to the object of your journey; satisfy them of its innocence; make them acquainted with the position, extent, character, peaceable and commercial dispositions of the United States; of our wish to be neighbourly, friendly, and useful to them, and of our disposition to a commercial intercourse with them; confer with them on the points most convenient as mutual emporiums, and the articles of most desirable interchange for them and us. If a few of their influential chiefs, within practicable distance, wish to visit us, arrange such a visit with them, and furnish them with authority to call on our officers on their entering the United States, to have them conveyed to this place at the public expense. If any of them should wish to have some of their young people brought up with us, and taught such arts as may be useful to them, we will receive, instruct, and take care of them. Such a mission, whether of influential chiefs, or of young people, would give some security to your own party. Carry with you some matter of the kinexox; inform those of

them with whom you may be of its efficacy as a preservative from the smallpox, and instruct and encourage them in the use of it. This may be especially done wherever you winter.

“As it is impossible for us to foresee in what manner you will be received by those people, whether with hospitality or hostility, so is it impossible to prescribe the exact degree of perseverance with which you are to pursue your journey. We value too much the lives of citizens to offer them to probable destruction. Your numbers will be sufficient to secure you against the unauthorized opposition of individuals, or of small parties; but if a superior force, authorized, or not authorized, by a nation, should be arrayed against your further passage, and inflexibly determined to arrest it, you must decline its further pursuit and return. In the loss of yourselves we should also lose the information you will have acquired. By returning safely with that, you may enable us to renew the essay with better calculated means. To your own discretion, therefore, must be left the degree of danger you may risk, and the point at which you should decline, only saying, we wish you to err on the side of your safety, and to bring back your party safe, even if it be with less information.

“As far up the Missouri as the white settlements extend, an intercourse will probably be found to exist between them and the Spanish ports of St. Louis opposite Cahokia, or St. Genevieve opposite Kaskaskia. From still further up the river, the traders may furnish a conveyance for letters. Beyond that, you may perhaps be able to engage Indians to bring letters for the government to Cahokia, or Kaskaskia, on promising that they shall there receive such special compensation as you shall have stipulated with them. Avail yourself of these means to communicate to us, at seasonable intervals, a copy of your journal, notes, and observations of every kind, putting into cypher whatever might do injury if betrayed.

“Should you reach the Pacific Ocean, inform yourself of the

circumstances which may decide whether the furs of those parts may not be collected as advantageously at the head of the Missouri, (convenient as is supposed to the waters of the Colorado, and Oregon or Columbia,) as at Nootka Sound, or at any other point of that coast; and that trade be consequently conducted through the Missouri and United States more beneficially than by the circumnavigation now practised.

“On your arrival on that coast, endeavour to learn if there be any port within your reach frequented by the sea vessels of any nation, and to send two of your trusty people back by sea, in such way as shall appear practicable, with a copy of your notes; and should you be of opinion that the return of your party by the way they went will be imminently dangerous, then ship the whole, and return by sea, by the way either of Cape Horn, or the Cape of Good Hope, as you shall be able. As you will be without money, clothes, or provisions, you must endeavour to use the credit of the United States to obtain them; for which purpose, open letters of credit shall be furnished you, authorizing you to draw on the executive of the United States, or any of its officers, in any part of the world, on which draughts can be disposed of, and to apply with our recommendations to the consuls, agents, merchants, or citizens of any nation with which we have intercourse, assuring them, in our own name, that any aids they may furnish you shall be honourably repaid, and on demand. Our consuls, Thomas Hewes, at Batavia, in Java; William Buchanan, in the Isles of France and Bourbon; and John Elmslie, at the Cape of Good Hope, will be able to supply your necessities, by draughts on us.

“Should you find it safe to return by the way you go, after sending two of your party round by sea, or with your whole party, if no conveyance by sea can be found, do so; making such observations on your return as may serve to supply, correct, or confirm those made on your outward journey.

“On re-entering the United States, and reaching a place of safety, discharge any of your attendants who may desire and deserve it, procuring for them immediate payment of all arrears of pay and clothing which may have incurred since their departure, and assure them that they shall be recommended to the liberality of the legislature for the grant of a soldier’s portion of land each, as proposed in my message to congress, and repair yourself, with your papers, to the seat of government.

“To provide, on the accident of your death, against anarchy, dispersion, and the consequent danger to your party, and total failure of the enterprise, you are hereby authorized, by any instrument, signed and written in your own hand, to name the person among them who shall succeed to the command on your decease; and by like instruments, to change the nomination, from time to time, as further experience of the characters accompanying you shall point out superior fitness; and all the powers and authorities given to yourself, are, in the event of your death, transferred to, and vested in the successor so named, with further power to him and his successors, in like manner, to name each his successor, who, on the death of his predecessor, shall be invested with all the powers and authorities given to yourself. Given under my hand, at the city of Washington, this twentieth day of June, 1803.

(Signed)

“THOMAS JEFFERSON,

“President of the United States of America.”

Commerce, science, patriotism, are not alone interested in such discoveries; the moralist, the philanthropist, and the theologian draw instruction from them, and are willing to confess the obligation. The Reverend Professor Dick, D. D., on whose brow hang the wreaths that literature, philosophy, and religion wove in concert, has borne honourable testimony to this, as follows:—

“With that branch of knowledge to which I have now adverted, (geography,) every individual of the human race ought to be in

some measure acquainted. For it is unworthy of the dignity of a rational being, to stalk abroad on the surface of the earth, and enjoy the bounty of his Creator, without considering the nature and extent of his sublunary habitation, the variety of august objects it contains, the relation in which he stands to other tribes of intelligent agents, and the wonderful machinery which is in constant operation for supplying his wants, and for producing the revolutions of day and night, spring and autumn, summer and winter. In a religious point of view, geography is a science of peculiar interest. For 'the salvation of God,' which Christianity unfolds, is destined to be proclaimed in every land, in order that men of all nations, and kindreds, and tongues may participate in its blessings. But, without exploring every region of the earth, and the numerous islands which are scattered over the surface of the ocean, and opening up a regular intercourse with the different tribes of human beings which dwell upon its surface, we can never carry into effect the purpose of God, 'by making known his salvation to the ends of the earth.' As God has ordained that 'all flesh shall see the salvation' he has accomplished, and that human beings shall be the agents for carrying his designs into effect; so we may rest assured, that he has ordained every mean requisite for accomplishing this end; and, consequently, that it is his will that men should study the figure and magnitude of the earth, and all those arts by which they may be enabled to traverse and explore the different regions of land and water which compose the terraqueous globe; and that it is also his will, that every one who feels an interest in the present and eternal happiness of his fellow men, should make himself acquainted with the result of all the discoveries in this science that have been or may yet be made, in order to stimulate his activity in conveying to the wretched sons of Adam, wherever they may be found, 'the unsearchable riches of Christ.

"To the missionary, and the directors of Bible and Missionary Societies, a minute and comprehensive knowledge of this science,

and of all the facts connected with it, is essentially requisite; without which they would often grope in the dark, and spend their money in vain, and 'their labour for that which doth not profit.' They must be intimately acquainted with the extensive field of operation which lies before them, and with the physical, the moral, and the political state of the different tribes to which they intend to send the message of salvation; otherwise their exertions will be made at random, and their schemes be conducted without judgment or discrimination. To attempt to direct the movements of Missionary Societies without an intimate knowledge of this subject, is as foolish and absurd as it would be for a land-surveyor to lay down plans for the improvement of a gentleman's estate, before he had surveyed the premises, and made himself acquainted with the objects upon them, in their various aspects, positions, and bearings. If all those who direct and support the operations of such societies, were familiarly acquainted with the different fields for missionary exertions, and with the peculiar state and character of the diversified tribes of the heathen world, so far as they are known, injudicious schemes might be frustrated before they are carried into effect, and the funds of such institutions preserved from being wasted to no purpose. In this view, it is the duty of every Christian to mark the progress and the results of the various geographical expeditions which are now going forward in quest of discoveries, in connexion with the moral and political movements which are presently agitating the nations: for every navigator who ploughs the ocean in search of new islands and continents, and every traveller who explores the interior of unknown countries, should be considered as so many pioneers, sent beforehand by Divine Providence, to prepare the way for the labours of the missionary, and for the combined exertions of Christian benevolence."—DICK'S *Christian Philosophy*.

But one more view of this subject remains, and that we shall present as concisely as possible. We have thus far spoken only of the tropical islands, of their inhabitants, and of our shipping, with the nautical and scientific labours to be performed in those regions. That the picture is not overdrawn we most confidently appeal to the members on the floor of Congress, whose constituents are immediately interested in the various traffic of those seas. To them of right belongs the more able support of this measure, if indeed opposition can be anticipated to an enterprise demanded, we repeat again, by the wisest considerations of national policy, and honour, and the imperious calls of suffering humanity.

We have said, that only one more view of this subject remains to be taken. Follow us, then, for a moment, from the sunny isles of the tropics, to regions farther south, where the indefatigable whaler must yet pursue his mighty prey along the verge of the Antarctic circle, where our intrepid sealers scale the seemingly inaccessible cliffs and mountains of ice in quest of their game, and where the discovery ships should spend a few months during the most favourable season of the southern summer.

What! extend our researches to regions surrounding the South Pole! And wherefore not? Shall the reproach for ever rest upon our character, that we can do nothing, think of nothing, talk of nothing, that is not connected with dollars and cents? The great and beneficial objects of the expedition have been already discussed. Will you not allow us some scope for high and daring adventure? We know that whatever our interest and our honour require, will meet with the approbation and support of the great body of the American people; but we also know, that without some devotion to science and liberal pursuits, though we may become powerful, yea, in an uninterrupted career of prosperity, invincible by land and sea, yet we can never be truly great!

Those who raise objections, and oppose insurmountable obsta-

cles to all enterprises of this kind, would do well to reflect, that the very spirit called forth and kept alive by them is of incalculable utility in a national point of view. It tended to elevate Great Britain, as we have already shown, to a pitch of grandeur unsurpassed by any nation of ancient or modern time. Other countries have indeed, been the seat of a more dreaded power, but it has been a power depending for its stability upon brute force, without any intermixture of the intellectual and refined; and accordingly, when the prop which supported it was withdrawn, it sank into contempt and oblivion. It is a striking truth that the nations of the earth, whose riches have passed into a proverb, occupy the most unimportant portion of history; and their wealth, coupled as it was with nothing great and ennobling, has served only to bring down upon them the derision of posterity. Let us not, then, forget that wealth to nations, as well as individuals, is a means, and not an end; and that the most awful reverses have befallen those who have disregarded this unchangeable law, and forgotten that the accumulated harvest of riches arising from past exertions, was intended as the seed of future enterprise. No! we cannot remain stationary. If we cease to move onward, that instant we retrograde, and our prosperity, like the stone of Sisyphus, will bear us along with it down the precipitous descent, into the depths of national effeminacy.

In relation to the more northern expeditions, an able French writer makes these very judicious and liberal remarks: "Even were the discoveries which Captains Ross, Parry, and Franklin, have made in relation to the obscure laws that govern the magnet, the only fruit of the English expeditions, they had not been undertaken in vain. But they have at the same time expanded the bounds of geographical knowledge, added greatly to the whale fisheries, and proved that man, enlightened by the arts, is able to surmount the obstacles of nature in her wildest ferocity."

That they were not successful takes but little from their merits,

since their conception alone bespeaks a liberal and enlightened policy ; or, in the words of the intrepid Parry, such enterprises, so disinterested and useful in their objects, do honour to the country that undertakes them even when they fail ; they cannot but excite the admiration and respect of every intelligent mind, and the page of future history will undoubtedly record them, as in every way worthy of a powerful and virtuous nation." The hardships and adventure attending them, have all the interest of war without its guilt ; and the people of this country have ever read, with the greatest eagerness, every work that has been published in reference to them. Will they read with less interest the efforts of their own sons ?

On examination of the maps, it will be perceived that there exist but two outlets to the Northern Polar Seas, one by Bhering's Straits, and the other through the Spitzbergen Seas ; and that the combined width of these at seventy degrees, equals hardly a ninth of the earth's circumference. Now, the British navigators, in seeking a north-west passage, were bound by their instructions to search for it among the bays and indentations of a frozen coast, and to force their way amid numerous islands, each forming a point of retardation and adhesion to the earliest ice that is formed during the prolonged winter of the Pole. It is impossible that any expedition thus conducted, and fettered in its operations, should prove successful ; and succeeding times will wonder at the pertinacity of the British Admiralty, in adhering to instructions, in our humble opinion, so injudiciously given.

Let us consider the immutable principles of nature, ever the same in similar circumstances. Observe a large lake or river, partially frozen. The ice is compact, and firmly attached to the shore, long before it is formed in the centre. In Baffin's Bay, the Esquimaux go out some twenty miles from the shore, and kill seals on the edge of the ice ; and it is more than probable that a vessel might sail unobstructed in the middle of that bay, at any

time before the ice is detached from the land. Furthermore, it is a matter well authenticated, that upon the breaking up of the ice in a harbour of Hudson's Bay, a vessel which was driven out, passed the straits without any impediment, and reached England in the midst of the winter, while in May and June following, the straits were blocked with floating ice. The existence of a north west passage, however, is no longer a matter for conjecture. It will be found by standing well from the shore, on which the ice is thrown in accumulated masses, by the winds and currents of the north, or by keeping the mid channel, through Bhering's Straits, and rounding the headlands of our continent, and thence into the Spitzbergen Seas. That this route is more feasible than any other, is evident from the fact, that the ice formed in bays and harbours, and the estuaries of fresh water rivers, is solid and massive, while that formed in the ocean, being congealed from salt water, is seldom more than six inches in thickness, appearing like snow partially melted and refrozen, is semi-opaque, and presents in general but a feeble barrier to the bold navigator. Indeed, we do not believe, and our personal experience must here strengthen our assertion, that ice is ever formed in the main ocean, at a distance from land. *No, not at the Pole itself!*

The unexplored part of the Northern Polar Seas, may be considered about twenty-four hundred miles across it, or seven thousand two hundred miles in circumference. The whole surrounding coast is inhabited; the European part by the Laplanders and Fins; the Asiatic by the Samoyedes, and other rude tribes, who subsist upon reindeer, and fish; and the American by the various tribes of the Esquimaux. Numerous large rivers in Asia and our own continent, pour their sluggish streams of fresh water into the Polar Seas.

These, together with the great extent of coast, necessarily produce large quantities of ice, which is thrown out in the spring, and floated by the northern currents into the channel or sea.

between Spitzbergen and Greenland. In that passage it collects in accumulated masses, and is forced by the increasing pressure into the bays and among the islands through which the British expedition were bound, as we have before said, to seek a north-west passage. The cause of their slow progress must be apparent to all.

The southern hemisphere presents by far the more interesting field for discovery, containing as it does, more than one million and a half of square miles, which have never been trodden by the footsteps of man, nor its waters divided by the keel of the adventurous navigator; regions of which, we know little more than we do of the planet *Georgium Sidus*, or an orb revolving round one of the most distant of the twinkling stars.

Is it not remarkable, that while the most learned and profound of all ages, have been munificently encouraged to ascertain the nature, and the courses, and the times of the planets, that belong to our system, and revolve round a common centre of light and heat, so large a part of our own earth should remain almost as little known to us, as those planets are, though separated from us by distances conceivable only by the mighty mind which ordained them! Man, indeed, in his proud walks, appears anxious to tread the milky way; to extend his researches to the utmost bounds of creation; to mark the bold planet in his career, and unfold the laws that govern him; while he remains, perhaps, culpably negligent of the undiscovered parts of his own little globe, that are still within the bounds of practical experiment.

Few, feeble, and far between, have been the efforts to explore the higher latitudes south. Let us briefly examine them.

In the year 1772, Captain Cook, in the *Resolution*, accompanied by Lieutenant *Freneau*, in the *Adventure*, embarked on his first voyage in search of a southern continent. Having, in December, attained the fifty-eighth degree of south latitude, in longitude $26^{\circ} 57'$ east, he fell in with narrow fields of ice, running

north-west and south-east, from six to eight inches in *thickness*, and appearing to have been formed in bays or rivers. This ice was in large flat pieces, and, in some instances, packed so closely, that the vessels, with difficulty, passed through it. Here were seen great numbers of penguins, which, with other coinciding circumstances, induced the supposition of land being in the vicinity. This opinion was afterwards shown to be erroneous, the ice proving to be unattached to any shore. In latitude $61^{\circ} 12'$, the voyagers met with considerable ice-islands, many of which were passed unseen, by reason of the thick haze. Three degrees further south, in longitude $38^{\circ} 14'$ E., they had mild weather, with gentle gales, for five days; thermometer thirty-six, and prevalent winds east and east by south. In January, 1773, they crossed the Antarctic circle in latitude $66^{\circ} 36' 30''$; and, on reaching latitude $67^{\circ} 15'$, found the ice closed the whole extent, from east to west-south-west, and no indication of an opening. This immense area was filled with ice of different kinds, high hills, broken masses compactly pressed together, and field ice. A float of the latter, to the south-east, appeared sixteen or eighteen feet above the water, and its extremities could not be seen from the mast head. As the summer of that region was nearly half spent, and it would have taken some time, even if practicable at all, to get round the ice, Captain Cook determined to retrograde. He accordingly sailed to the northward, and afterwards proceeded in search of other discoveries. In this attempt, Cook did not know all, that is now known, of this portion of the southern hemisphere. If he had he would have selected another meridian for the purpose of going south. The ice he met with, came from some large islands situated east from Palmer's Land.

On the 26th of November, 1773, Captain Cook left New Zealand, on his second search for southern lands. In latitude $59^{\circ} 40'$ he met with a southerly current. In December, being in latitude $67^{\circ} 31'$, longitude $142^{\circ} 54'$ W., the cold was intense, with a hard

gale and a heavy fog; thermometer thirty to thirty-one at noon. Continual daylight, except when obscured by the thick vapours. Albatrosses, penguins, and peterels, in great numbers here. In latitude $70^{\circ} 23'$, the navigators met with islands of ice, three or four miles in circumference, and, shortly thereafter, observed that the clouds in the southern horizon were of a snowy white, and of unusual brightness, appearances which were known to announce the approach to field ice. On reaching latitude $71^{\circ} 10'$, in longitude $106^{\circ} 54' W.$, the extreme point of their voyage, they came upon the edge of an immense frozen expanse, which filled the whole area of the southern horizon, and illumined the air to a considerable height with the rays of light reflected from its surface. In the back ground the ice rose in ridges, like chains of mountains, one above another, till lost in the clouds. Of these ridges they counted ninety-seven. The outer, or northern edge of this gigantic field, was broken ice, firmly wedged together, and impassable. This fringe was about a mile in breadth, and within it was the solid ice, which was low and flat, with the exception of the mountains before alluded to. It was Captain Cook's opinion, that this mighty mass of crystallization extended to the Pole; or was joined to some land southward, to which it had been affixed from earliest time, and that here was generated all the ice found in such variety of shape and quantity further north; the same having been broken off from the main body by the action of gales, and carried in that direction by currents, which he had observed invariably set to the northward in very high latitudes. Few birds were here seen, and yet it is evident from the tenor of the distinguished commander's remarks, that he believed land to exist south of the parallel at which he arrived, though he doubted if it were not inhospitable, and destitute of animal or vegetable life as the ice itself.

We are not surprised that Cook was unable to go beyond $71^{\circ} 10'$, but we are astonished that he did attain that point on the meridian of $106^{\circ} 54'$ west longitude. Palmer's Land lies south of

the Shetland, latitude 64° , and tends to the southward and westward, further than any navigator has yet penetrated. Cook was standing for this land when his progress was arrested by the ice; which, we apprehend, must always be the case in that point, and so early in the season as the 6th of January;—and we should not be surprised if a portion of the icy mountains described was attached to the main body of Palmer's Land, or to some other detached portions of land lying further to the southward and westward.

Captains Kruzenstern and Urey Lisiansky, who were sent out to circumnavigate the globe by Alexander I, of Russia, in 1803, did not reach a higher degree of south latitude than $59^{\circ} 58'$ in longitude $70^{\circ} 15' W.$, when they met with currents setting strongly towards the east. In this latitude, Kruzenstern speaks of whales being in great abundance, but does not mention having seen any ice;—this was in March.

Had Kruzenstern continued his course south, he would have made the south-westerly portion of the Shetland Islands, and afterwards Palmer's Land. Had he been earlier in the season, he must have encountered ice. The winds prevailing as they do, from the southward and westward, had carried it, aided by currents, into that icy region, bounded on the north by Georgia, east by Sandwich Land and South Orkneys, and west by the South Shetland Islands.

The testimony of Weddell, who pierced to the highest parallel of south latitude known to have been attained by man, is decidedly at variance with the opinion of Captain Cook, respecting the extent of impenetrable ice to the South Pole. Mr. Weddell, although his two frail little barks were often beset by towering icebergs, and placed in imminent danger, does not appear to have encountered, indeed his vessels could not have withstood, the impediments opposed to northern navigators in similar latitudes. Nothing can be more encouraging than this gentleman's state-

ments, to those who hold the belief that the Pole can be attained. He records the extraordinary facts that, after having been almost hemmed in by ice in far lower parallels, in latitude $72^{\circ} 28'$, *not a single particle was to be seen*; and, that in the unprecedently high latitude of $74^{\circ} 15'$, *no fields, and only three islands, of ice were visible*. Flights of innumerable birds were here seen.

Weddell, discourages the idea of land existing in the polar regions of the south, and the facts he has given us are calculated to strengthen such a supposition. He distinctly states that he saw unknown coasts south of the Shetlands, tending southerly in about latitude 64° ; although from that point to the highest to which he explored, he recognised no other indications of land.

There is one subject, if our memory serves us right, upon which the opinions of Weddell do not appear to have been based upon his experience. He seems to favour the often repeated, though erroneous assertion, that the cold is more intense in the far Antarctic latitudes, than in similar parallels in the Arctic circle; yet he states the temperature to be mild, and the ocean to be free from field ice;—the vast accumulation of which is undoubtedly the cause of the severe frigidity, the cold and shivering dampness, in the neighbourhood of the Shetlands.

Since the voyage of Weddell, the belief in the existence of southern lands has received further confirmation; and vague speculation is now replaced by what would seem to be authentic knowledge. The circumstance to which we allude in making this statement, is the discovery made by Captain Briscoe of the brig *Lively*, accompanied by cutter *Tula*, in 1831–2. Captain Briscoe, who was in the employ of Messrs. Enderby, extensive whale-ship owners of London, on the 28th of February, being in latitude about $66^{\circ} 30' S.$, longitude $47^{\circ} 31' E.$, descried land, and clearly discovered through the snow, the black peaks of a range of mountains running E. S. E. During the following month he remained on the newly discovered coast; but, from the state of

the weather and the ice, was unable to approach it nearer than within thirty miles. An extent of about three hundred miles of shore was seen. The sickness of the Lively's crew induced her commander to seek a warmer climate, and he returned north, to winter in Van Dieman's Land, where he was rejoined by the cutter, which had been separated from her consort in a storm.

In the beginning of 1832, Briscoe again proceeded southward, and on the 4th of February observed land to the southeast, in latitude $67^{\circ} 15'$, longitude $69^{\circ} 29' W.$, which he found to be an island near the headland of what he considers may yet be designated the southern continent. On the 21st he landed in a spacious bay in the main land, and took possession in the name of his sovereign, William IV. The island he named Adelaide's island, in honour of the English queen. The log and other particulars of this discovery were laid before the Royal Geographical Society of London; from all of which the conclusion was drawn, that there is a continuous body of land extending from $47^{\circ} 30' E.$, to $69^{\circ} 29'$ west longitude, running the parallel of from 66° to 67° south latitude.

Now, in the correctness of these conclusions we by no means concur; nor do the discoveries of Briscoe warrant any such inference. It was within these limits that Weddell proceeded south, on a meridian to the east of Georgia, Sandwich Land, and the South Orkney and Shetland Islands. Nor were his last discoveries new. The main land, taken possession of in the name of his sovereign, was visited fifteen years ago by our own sealers, and taken possession of (at least some fur) in the name of *our sovereign, the people*; and when a true record shall be made up of the past discoveries in this portion of the South Seas, the name of Adelaide's island must be changed; and the wreath of crystal gems, intended for the brows of majesty, will be found to belong to one of Nature's pretty little queens, of whom we have so many on this side of the Atlantic! We have a long, running, unsettled

account in this matter of giving names to places, with some of our neighbours, which we may as well begin to have posted up, for the purpose of preventing future disputes.

In tracing on a chart the few attempts which have been made to reach a high latitude, it will be seen that the circumnavigation of the southern hemisphere will not, at most, bear an average of more than 58° south latitude,—which leaves, with the exception of Weddell's track, about 300° of longitude, in which the Antarctic circle has not been crossed!

With such a wide field before us, and such a noble theatre whereon to contend for mastery with the nations of the earth; now that the cloud which has so long hung in our political horizon, and threatened to darken the heavens, and crimson the ocean with blood, has passed away, leaving the glorious sunshine of peace to our land; and now when the treasury is full to overflowing, we confidently indulge the hope that this measure will be sanctioned without further delay.

For high latitudes, the vessels should be small. The English failed in this respect, and have since confessed their error. The strength and efficiency of a vessel depend not more upon the power of resisting than the facility of avoiding danger; and this remark applies to the navigation among the islands of the Pacific, or amid regions of ice. Let it be remembered, that Hudson, Davis, and Baffin, made all their discoveries in small vessels, and by their intrepidity, perseverance, and skill, extended their researches almost as far as the most recent and adventurous navigators.

Parry pays the highest tribute of respect to their memories, and bears witness to the correctness of their observations, even as regards the longitude. "I feel," says he, "the highest pride on one hand, approaching almost to humiliation on the other; of pride, in remembering that it was our countrymen who performed these exploits; of humiliation, when I consider how little, with all our advantages, we have succeeded in going beyond them."

Give us, then, suitable vessels, with an efficient outfit,—say two barks of two hundred tons, with two tenders of one hundred tons each, and a storeship. To make the expedition complete, we must again be permitted to urge the employment of a frigate. She will not be necessary in the higher latitudes; there the smaller vessels should venture alone, and trust for safety to the facility of locomotion, and the skilfulness of their officers. This is no longer an unsettled and debateable point. The experience of others is confirmed, to a limited extent, by our own. We ourselves have been in the Antarctic seas, on board of two vessels, the one of one hundred and sixty, and the other of eighty tons burthen, and have beheld in all its terror and sublimity, that castellated region of floating crystal pyramids, of accumulated ice and snow, and we could easily enlarge on the preference to be given to the use of comparatively small vessels.

That the ninetieth degree, or the South Pole, may be reached by the navigator, is our deliberate opinion (unless intercepted by land), which all that we have seen and known has tended to confirm. That an expedition should be despatched from this country for the sole purpose of ascertaining the practicability of attaining it, is not, perhaps, to be expected; but that the effort should be allowed to be made, in connexion with the other great objects of the enterprise, is perfectly in accordance with the most prudential policy.

We feel that we have discharged our duty, and that the subject is now committed to other hands, to be disposed of by those whose decision will have no connexion with our individual feelings or wishes, nor do we wish that it should. Indeed, we have no unusual share of personal solicitude and feverish anxiety about the result. The time was, when we felt differently—far differently;—but that time has gone by. For us there is no disappointment in store. We sought adventure, and have had it without the aid or patronage of government. Still our efforts have not gone unre-

warded. The kindness we have so often experienced from our countrymen, and the charitable estimate they have put upon our labours, leave nothing to regret in relation to the past, while they make us independent with respect to the future. We have no narrow and exclusive feelings to be gratified. We wish to see the expedition sail, solely because of the good it may do, and the honour it may confer on the country at large.

For the same reasons we wish to see it organized on liberal and enlightened principles, which object can be effected only by calling in requisition the known skill of the service, which will be found equal to the discharge of every duty, in any way connected with the naval profession.

But this should not be all. To complete its efficiency, individuals from other walks of life, we repeat, should be appointed to participate in its labours. No professional pique, no petty jealousies, should be allowed to defeat this object. The enterprise should be national in its object, and sustained by the national means,—belongs of right to no individual, or set of individuals, but to the country and the whole country; and he who does not view it in this light, or could not enter it with this spirit, would not be very likely to meet the public expectations were he intrusted with the entire control.

To indulge in jealousies, or feel undue solicitude about the division of honours before they are won, is the appropriate employment of carpet heroes, in whatever walk of life they may be found. The qualifications of such would fit them better to thread the mazes of the dance, or to shine in the saloon, than to venture upon an enterprise requiring men, in the most emphatic sense of the term.

There are, we know, many, very many, ardent spirits in our navy—many whom we hold among the most valued of our friends—who are tired of ignominious ease, and who would seize the

opportunity thus presented to them with avidity, and enter with delight upon this new path to fame.

Our seamen are hardy and adventurous, especially those who are engaged in the seal trade and the whale fisheries; and innured as they are to the perils of navigation, are inferior to none on earth for such a service. Indeed, the enterprise, courage, and perseverance of American seamen are, if not unrivalled, at least unsurpassed. What man can do, they have always felt ready to attempt,—what man has done, it is their character to feel able to do,—whether it be to grapple with an enemy on the deep, or to pursue their gigantic game under the burning line, with an intelligence and ardour that insure success, or pushing their adventurous barks into the high southern latitudes, to circle the globe within the Antarctic circle, and attain the Pole itself;—yea, to cast anchor on that point where all the meridians terminate, where our eagle and star-spangled banner may be unfurled and planted, and left to wave on the axis of the earth itself!—where, amid the novelty, grandeur, and sublimity of the scene, the vessels, instead of sweeping a vast circuit by the diurnal movements of the earth, would simply turn round once in twenty-four hours!

We shall not discuss, at present, the probability of this result, though its possibility might be easily demonstrated. If this should be realized, where is the individual who does not feel that such an achievement would add new lustre to the annals of American philosophy, and crown with a new and imperishable wreath the nautical glories of our country!!

We have done. For the courtesy with which we have been received, and the indulgence with which we have been heard, accept our thanks.

To the ladies who have so kindly honoured us with their attention, our most respectful acknowledgments are due. You are identified with this subject. It was from the sagacity and generosity of one of your sex,—the high-minded Isabella, queen of

Spain,—that this continent was discovered at the time it was, and by whom it was : when monarchs hesitated, and ministers looked on with cold and calculating indifference, she cast her jewels upon the waters, and fortune paid her with a new world, from which has sprung a race of men, who have given new hopes to liberty, when it was nearly lost ; and who are now struggling to throw back on Europe, with interest and gratitude, the rays of light we have received from her. In the strong cord of public opinion, which binds us a people, when chains of adamant could not, the silken and the golden threads are what woman thinks of public measures !

CORRESPONDENCE.

CORRESPONDENCE.

HOUSE OF REPRESENTATIVES, }
Washington, May 29, 1836. }

DEAR SIR—As I have taken some interest in the plan of the expedition to the Antarctic Ocean, about to be undertaken under the auspices of the government, you will allow me to congratulate you upon the accomplishment, thus far, of your ardent wishes. May the issue of the enterprise be as auspicious to the interests and fame of your country, and to your own reputation, as your zeal and perseverance have been conspicuous and successful in recommending it to the favorable attention of congress.

The considerations which recommended it to my support were these: First, while such large sums were expended in the support of the officers and navy, on shore and in port, rendering no service to the country, I thought it unbecoming in the American congress, to deny a small appropriation for a most hazardous and daring service, which called for such a sacrifice of comfort, and for the patient endurance of privations and hardships. Secondly, I considered it a necessary measure for the protection of our hardy and adventurous seamen engaged in the pursuit of the whale and the seal, in those remote seas. Thirdly, it would afford an opportunity to generalize, and reduce to a system, the knowledge necessary to the navigation of those almost unknown regions of land and water, and thereby advance the cause of humanity. Fourthly, it would give a new spring and impulse to that trade

which affords so many comforts to the civilized world, and the means of subsistence to so many of the hardy sons of New England. And, though last, not least, it promises to extend the bounds of science, increase the capital of human knowledge, and thereby add to the substantial fame of our republic. Some may deem these views the mere dreams of a wild fancy, or the hallucinations of an ill-balanced intellect; but, with all deference to the spirit of censure, I consider the enterprise an object of a more lofty ambition than the acquisition of a portion of a neighboring republic, and infinitely more worthy the patronage of the government than the sordid speculations which are becoming the reproach of the age we live in. Is it not better to send a portion of our vessels of war into the South Seas, to watch over the twelve thousand of our hardy seamen, to point out the harbours and shelters from the storms and the icebergs—to save some of them from famine, shipwreck, or captivity, and to restore them to their long lost country and friends, than to send them up the Mediterranean, where our officers and seamen will render no other service, but to contract the vices and follies of Europe?

But, Sir, should this enterprise fail in producing all the results anticipated by a sanguine imagination, it will detract nothing from the merits of the undertaking. The true value of a deed must be estimated by its motive, and the moral sublimity which it exhibits; not its fortunate or unfortunate result. The catastrophe of Phæton, or the fate of Napoleon, detracts nothing from the sublimity of their enterprises, but through some mysterious influence, adds a charm of indescribable interest to the pictures.

But when the expedition shall be finally embarked, and you find yourself ploughing the broad expanse of the *southern convex*; when a southern heaven spreads out, and new constellations blaze over your head, forget not your country and friends; nor the important part you are to perform, nor the high responsibilities committed to your hands. Describe things as they are, not as fancy

may create them. Sacrifice nothing of truth to embellishment. Supply nothing beyond fact to flatter the ear or round a sentence. In short, "nothing extenuate or set down aught" in romance; that what you write may be read a thousand years hence with the same interest as in the current century, because of its fidelity to truth. Let your ambition be to merit the inscription on your tomb, should Neptune vouchsafe you one, "*exegit monumentum ære perrennius.*"

Believe me, very truly,

Your friend,

A. BEAUMONT.

J. N. REYNOLDS, Esq.,
New-York.

New-York, June 12, 1836.

DEAR SIR—The conversation I had with you the other day, turned my mind to the subject of the exploring expedition to the Pacific; and it has occurred to me that the following outline of preparation will be indispensable, to enable it to fulfil the expectations of the nation and the world.

The objects contemplated, appear to me to be, to forward the interests of trade and navigation; to enlarge the bounds of science; and to contribute to the national honor, by adding to the general stock of useful knowledge. It would be a loss of labor, time, and money, to fit out an expedition with no adequate means, and consequently no rational probability, of attaining either of these objects. Without making new discoveries, or ascertaining former ones; without going where others have never been; or without adding something material to the discoveries of those who have preceded us in this track, the expedition would result only in disappointment, perhaps in ridicule.

To render it efficient, the first requisite is a sufficient armament; and for this purpose, I should think a frigate, say the Macedonian, proper for the accommodation of the officers and men, as well as of the persons who may be attached to the expedition for scientific pursuits and occupations. Our sloops of war do not afford this, and nothing is more likely to create difficulties and discouragements, than a perpetual recurrence of those little inconveniences which originate in the want of ordinary comforts. Men seldom persevere in any pursuit in the face of these petty irritations, and

I am convinced many great undertakings have failed from that cause alone.

Two vessels of about two hundred tons, and two tenders, one of sixty, the other of one hundred tons. I say two tenders, and recommend them to be different sizes, because, in case of the loss of one, the expedition would still have another left, and it might frequently happen that a vessel of fifty or sixty tons, would be able to penetrate where one of a hundred could not. I am of opinion that small vessels are preferable to large ones, for the progress of discovery in unknown seas; and my opinion is sustained by the fact, that almost all the great discoveries of former ages, were made by vessels of that class. Besides, the loss of the tender, if there were only one, might be a serious obstacle to the progress of close investigation, among the groups of islands, where large vessels could not penetrate.

A store-ship, amply supplied, is, in my opinion, an indispensable requisite, as the others would scarcely be able to carry a sufficient quantity for such a long voyage. It is not certain, nay, it is extremely improbable that supplies of provisions and stores in a sufficient quantity can be procured, except, possibly, from the Sandwich Islands, which lie at a great distance from the scene contemplated; or perhaps it would be necessary to proceed to the coast of America for that purpose. This would cause a great loss of time, besides other great inconvenience.

Great care should be exercised in the selection of officers, without any view to patronage. So far as my acquaintance with navy officers extends, I do not know any man whom I think better qualified to command the expedition than Captain Catesby Jones, of whose character and attainments I have had many opportunities of judging. Of the subordinate officers, I am not so well qualified to speak.

In order to prevent ridicule, from announcing discoveries in navigation as new, which have already been made, or making a

pompous display of trite and peurile knowledge, the same care should be taken to attach such scientific persons to the expedition as are, at least, acquainted generally with what is already known, and have kept pace with the advance of knowledge. Either nothing should be done in this way, or it should be well and thoroughly done. It strikes me, that some well-qualified person should be charged by the government with recording the incidents of the voyage, and that the work should be published under its patronage.

Such is a brief outline of my ideas on this subject, which I have hastily sketched, in a manner which I fear you will hardly be able to read, as my eyes are at this moment actually distilling hot water, in consequence of a severe cold in my head. You will excuse me for troubling you with these crude notions, which are thrown out in the hope that they may not be altogether useless to you, should you, as I presume you will, be charged with any active agency in the objects of the expedition.

I am, dear sir,

Your friend and servant,

J. K. PAULDING.

J. N. REYNOLDS, Esq.,
New-York.

OYSTER BAY, L. I., June 10, 1838.

DEAR SIR—It was with very great pleasure that I recently perused the speech of Mr. Hainer, on the proposed expedition. I should scarcely have expected from the West (removed as it is by geographical position from the ocean) so zealous and so able an exposition of the motives which should lead our country to embark in this glorious enterprise. It is, however, a gratifying evidence; that although we may be occasionally influenced by narrow sectional feelings, yet when it becomes a question of our common country, every true-hearted patriot casts aside all petty trammels, and fearlessly acts for its honour and its glory.

To men of science, in every part of the civilized world, this expedition will be hailed with intense interest. Unjustly accused, as we have been, of pursuing a dollar and cent policy, it will now be seen that we have entered the list of nations in a career of honourable enterprise, unconnected with pecuniary considerations.

As an humble votary of science, I earnestly hope that the particular departments, which must necessarily be entrusted to citizens, will be the subject of careful and severe scrutiny, and none but those every way qualified, will be selected for the task. I say *necessarily entrusted to citizens*, for with all my respect for the professional reputation of our naval officers, it is preposterous to expect them to be conversant with studies entirely foreign to their profession, and requiring an exclusive and unremitting attention for a series of years. Natural history, during the last twenty

years, has advanced with giant steps, and perhaps it is not too much to say, has, during that time, made more progress than for the preceding century. It has also, within the same period, become so minute and exact, as you are aware, that the smallest inaccuracy will subject the expedition to the ridicule of the scientific world. As, therefore, this expedition *must necessarily* be composed of different classes, it becomes highly important that such selections shall be made as will be most likely to harmonize, and the personal character, as well as the acquirements of the individuals, be made the subject of inquiry.

Power is a fearful thing to possess, and even dangerous to wish for, but if I were president, I flatter myself I could indicate the outlines of a plan that would insure success. I would select for the head of the expedition, a man of robust constitution and vigorous intellect, not rashly adventurous, and yet shrinking from no proper responsibility. His zeal for the success of the enterprise would naturally lead him to be prompt and decided in his intercourse with his officers, and courteous to the naturalists under his care. Honourably desirous of distinction I would have him to be, but not sordidly anxious to reap every little wreath of merit that may be picked up by his subordinates. Have not the united curses of the scientific world pursued, even beyond the grave, that poor creature Baudin, who quarrelled with every naturalist in his vessel? Depend upon it, history and posterity will impartially award the particular *quantum meruit* due to each and every member of the expedition. With such a man as I have described, I would associate you, and entrusting to your skill and sound practical experience the selection and organization of the scientific corps, would feel confident of success.

Any thing that I can do in aid of this noble enterprise will be cheerfully done, and you can confidently depend on the co-operation of the *Lyceum* for aid, in the selection of books, recommending suitable assistants, or indicating proper objects of inquiry.

I think it probable that I shall spend the autumn, and perhaps the winter, in France. If I can, in my intercourse with the Royal Geographical Society, or the learned of the capital, aid you in the smallest degree, you may depend upon my services.

With the earnest hope that your most sanguine wishes may be realized,

I am, dear sir,

Yours faithfully and truly,

JAMES E. DE KAY.

J. N. REYNOLDS, Esq.,
New-York.

YALE COLLEGE, *May 30, 1836.*

DEAR SIR—The expedition destined to explore the Southern Ocean, I consider as of the most vital importance to science, navigation, commerce, benevolence, and national honor.

Upon the liberal basis on which our government has placed it, under the care of distinguished naval officers, and enriched by the first scientific acquirements of our country, we have every cause to anticipate an immense accession to the various departments of natural science.

Money, in an expedition so national as the present, should be a secondary object, when placed in competition with the acquisition of high talent in the walks of science.

Instruments of every kind will necessarily be one of the first items in this vast undertaking. I would recommend that *duplicates*, in every instance, be taken out; and where frequent exposure to injury may, by possibility, take place, many of the same kind should be procured.

Allow me to present to your attention the following objects, as deserving of especial notice in your voyage towards the South Pole:

1. Temperature of the Air.
2. State of the Barometer.
3. Winds and Clouds.
4. Thunderstorms and Electricity.
5. Tornadoes and Whirlwinds—direction of the wind.
6. Currents—their force, width, direction—Temperature.

Meteorology and Luminous Matter.

1. Luminous Meteors, including those that project solid stones and malleable iron.
2. Shooting Stars.
3. Luminous points or balls, on or about the ship, in the air, and on the waters.
4. Phosphorescence of the sea, whether greater or less in high latitudes? Let the water be filtered, and the phosphoric animal matter be examined with and without a microscope: the animals from which it is derived should be subjected to minute examination.
5. Stars, their position; Constellations; Comets.
6. Eclipses; Transits, &c.

Zoology.

1. Shells, of every kind, especially with the animals within them, preserved in spirits.
2. Whales—Seals, kind and number of each seen; the highest southern latitude in which they exist; their number and peculiarities.
3. The Nautilus Pompilius; the common pearly Nautilus of the South Seas and Pacific, (or any analogous animal,) are deserving the most *strict* search.
4. Gigantic Sepias or Cuttle-fish, if found, should be preserved in spirits and brought home entire. Coral animals.

Volcanoes, Earthquakes, &c.

1. Earthquakes and concussions of the sea.
2. Waterspouts.
3. Volcanic eruptions.
4. Volcanic ejections.
5. Marks of former Volcanic action.

6. Craters and currents, and various ejections of extinct Volcanoes.

7. Volcanic Islands that have risen from the sea; how long in rising; with or without permanent convulsions; *period* in which they arose.

Geology, Mineralogy, &c.

1. Geological specimens and minerals of every variety.
2. Inclination of strata; dip, direction, and thickness.
3. Succession of strata and order of superposition.
4. Situation of fossiliferous strata in relation to the sea, lakes, and rivers.

5. Granite veins, or veins of other rocks, with their intrusions.

6. Fossiliferous rocks; in every case whether covered by igneous rocks; if not, by *what* rocks?

7. Trap rocks; position; intrusion among other rocks; alterations produced by their contact.

8. Mountains, their height and form; on the coast or islands; in groups or single.

9. Elevation of coasts, as indicated by shells adhering to rocky shores, by waving water lines in the rocks; amount of elevation; testimony of inhabitants as to the *time* in which it took place; subsidence of coasts, islands, structures, &c., and the proof of the fact.

10. Coral reef islands; above or under water.

11. Ice Islands, magnitude; depth; motion; in groups, or single; temperature of air upon approaching them; and of the *water* surrounding them, whether transporting rocks or stones, and the lowest latitude in which they are seen.

12. Surface rocks of every country; that is, rocks *in situ*.

Magnetism, Electricity, &c.

1. Magnetism; dip and variation of the needle.

Osteology.

1. Bones of large animals, imbedded or loose. Bones of the ancient saurions or lizards.
2. Bones and skeletons of fossil fishes, with the including rock.

Entomology.

1. Insects.

Ornithology.

1. Birds, especially within the Southern Polar Circle.

Natural History, generally.

1. Animals and plants, preserved—drawings of.
2. The Moluscou's animals, generally.
3. Boulder stones, in groups, trains, or separately.
4. Beach pebbles, of shores of the sea, of lakes and rivers.
5. Many specimens in all branches of natural history to be preserved, when necessary, in spirits, dried or otherwise.
6. Quadrupeds.
7. Seaweeds, fixed or floating.
8. Tides on coast; their heights.
9. Topographical peculiarities, of every kind.

Every friend of knowledge looks forward to the finale of this undertaking with the most pleasing anticipations, while every American patriot must view it as reflecting additional lustre on the flag of his native land.

I am, dear sir,

Yours, respectfully,

B. SILLIMAN.

J. N. REYNOLDS, Esq.,
New-York.

NEW BEDFORD, June 11, 1836.

MY DEAR SIR—I rejoice that I can at last congratulate you on the success of your darling plan, and that now there is a hope of a national duty being performed. To me it is surprising that, with all our power, all our means, and all our boasted attachment to the blood of our kindred, that the objects which this enterprise must promote, have been so long neglected. An immense amount of property in a distant sea, under the control of officers whom skill and physical courage have promoted, without much regard to education or general knowledge; transported from place to place upon the wide waters by the aid of men, many of whom are driven from home by their vices, and when on shore in foreign ports, subject to no other law than that which their own passions prescribe; no arrangement with other governments to afford aid where riot and mutiny run mad; and sometimes, the anomaly of our own ships of war being unable, from their peculiar circumstances, to give the aid which is required for the prosecution of our enterprises. These, and a thousand other evils, which none but those intimately acquainted with the state of our fisheries can understand, demand, in the most emphatic terms, that the arm of our government should be stretched out to the remotest island of the sea.

Why, my dear Sir, let a stranger look on the floating interests of New Bedford and Nantucket; let him be made acquainted with all the hair-breadth escapes, all the *real* accidents, and all the vacillations of fortune which result from moral as well as physical causes, and unite to make up the whole of a South Sea voyage,

and that stranger, be he learned or simple, would stand confounded at the happy result which generally takes place. It would seem more like the effect of ordination than calculation; more like fate than perseverance; and we should be set down as madmen for risking, under such circumstances, our means of support, our hopes of independence, and all the benefits resulting from it, to those who lean upon us for subsistence. And yet, with this picture before us, we are literally building up cities out of the product of elements that seem too unstable for self-support. But what a moral does it teach? That the good, rather than the evil influences of nature and of the heart, are the presiding power of the world! And sometimes it looks as if that power were enough to control all things for good. But what fools we should be to draw no benefit from our ability to *concentrate* the wisdom and virtue of states for the promotion of the happiness of all. Now, apply this to our *marine* colonies. Why should we have governors, judges, and all the paraphernalia of courts, in territories where there is a bare possibility that an Indian may be murdered, or become a murderer; steal a horse, or have *his horse* stolen; and not have a superintending influence abroad, where our ships are daily traversing from island to island, and from sea to sea, with the celerity and precision of the invisible dwellers of the deep; that the savage may be awed into respect, and the mutineer's hand be bound down in submission? Would not this change the face of things, and make the merchant lie down more comfortably, when he knew there was a diminution of the chance of misfortune by sea, not only by the proximity of aid, but also by the acknowledged influence of moral power which is felt *everywhere*, that a true and generous hand is extended? I see no way that we can look for improvement, in this high view of the subject, but by the means which, through your exertions more than those of any other man living, are now appropriated for it;—and may Heaven prosper you and the enterprise. With our growth it must grow;

and though the "British drum may hail the dawn, every hour of the day," let the moral light of the American nation illumine every sea.

You may call me a dreamer; (but mark me, this is no dream,) and if you do, I can bear almost anything from you. But ever since our baby expedition of the Annawan, that lovely little sea-bird, I have entertained great hopes from the future exertions, to the same point, of an efficient equipment.

There is a rumor, a kind of inarticulate whisper, which sometimes intimates that you may not hold the position you deserve in this high adventure; but those who would wish it, and, perhaps, wish me to give words and form to their own "misgivings," find no response. I do not even *understand* them, for I cannot believe it. Ever since I heard your lecture here on the whale fishery, as connected with the Annawan's expedition, to say nothing of our many long and social conferences, and found that an Ohio boy (excuse me, for we are apt to play, if we do not feel the old man, when we deal with our juniors,) could teach the descendants of Nantucket something of their own craft, I have had only one opinion, and that is, that you ought to hold a prominent place in the enterprise. For, let there be power, skill, and science combined, together with the highest moral qualities our navy affords; and all these things must be, still, without that enthusiastic devotion and love of adventure, which would give soul to the undertaking, it would not be so likely to succeed. Yet, if there be any truth in these things, let me know it; and though I will not profess much, I could send you a good voice from the east. And if you should wish my services, you will find me in Boston again the last of this month. I expect to leave here the next week for Hartford, and, after passing a few days there, shall bring up at the council chamber of old Massachusetts on the 28th of June. Our governor makes short sessions, and I shall have plenty of time for you. We shall probably sit till after the 4th of July, and

there is always something in Boston worth seeing and hearing on that day. At all events, we can "keep independence," so why not meet me there? But now I'll improve this hint to cut short—I mean off—this long letter, and *say the rest* when we meet. In the meantime, believe me truly

Your friend,

BENJ. RODMAN.

J. N. REYNOLDS, Esq.,
New York.

NEW YORK, *June 15, 1836.*

DEAR SIR—The contemplated exploring expedition to the South Seas has again attracted the attention of the Lyceum of Natural History, and I trust I need not now assure you of the deep interest we feel in its successful prosecution. Allow me to thank you for the information you enabled me to make known to that society, and to congratulate you that your exertions have been so far crowned with success. You may remember that some years ago I had the honour of a correspondence with the Navy Department, upon the subject of the scientific objects of the expedition, &c.; as I had then reason to suppose, that whatever had been matured in relation to those matters had been committed to you, for your use on a subsequent voyage, you will excuse me in calling your notice to those transactions.

It may be premature to address you in this way; but your former services, present exertions, and the better part of a life devoted to the South Sea discoveries, have so identified you with this expedition, that I have no hesitation in doing so. You very well know that it is the cause of natural science that I have very much at heart. I speak for many others, as well as myself, in saying, that some anxiety is felt that the organization of this expedition should include a sufficiently numerous and skilful scientific corps. Geographical discoveries would redound to the fame and honour of a navigator; but with public men and public means, we hope for something for the honour of the nation. The present age would not be satisfied, under these circumstances, with merely an amended chart. Animate and inanimate creation will be presented in each degree of latitude or longitude that is traversed.

The means of observation and determination are within the power of those who control; and, should this opportunity be lost, it might well happen that the most useful and interesting discoveries would have been overlooked. Let me entreat you to urge, in the proper place, that the scientific objects of the expedition be duly provided for. Geology, zoology, botany, mineralogy, are those in which I take the most interest; but there are other philosophical inquiries with equal claims to notice.

The very liberal appropriations by congress seem to have provided for a thorough fulfilment of the project. To fall short in any particular will not be a reproach to them. The details are of much importance, and have been so long and so well studied by you, that it is not for me to mention them. The old difficulty of subjecting citizens to military usages in public ships has thwarted the success of so many enterprises, that it should be well considered. Commanders of liberal minds and enlarged views can alone avoid them. I believe the mistake often arises in considering the same kind of discipline essential, whether in search of an island or an enemy.

It was my design, when I commenced, simply to congratulate you upon the present prospects of the expedition, and to call your attention to the history of former and similar preparations; but I have been led on by the interest I feel in the results of this enterprise. We have long watched your untiring exertions in this matter, and trust that the time has arrived when the wishes of your friends, and I believe I may add of the public, are to be gratified in learning that the superintendence or direction of the civil department is to be chiefly committed to you; at all events, be assured it is the wish of

Your friend and obedient servant,

JOS. DELAFIELD.

J. N. REYNOLDS, Esq.,
New York.

BOSTON, June 6, 1836.

DEAR SIR—In common with your numerous friends in this city, I congratulate you on the successful termination of your application to congress in behalf of a South Sea expedition.

I say your application: for certainly, sir, to your unwearied zeal, and untiring exertions, this great undertaking owes its existence; and I learn, with much satisfaction, that it will still continue to have the advantages of your personal presence and experience. The scientific, as well as the commercial world, look to this undertaking as destined to expand its stores; and I trust that that department, in which, you know, I am most interested, will receive its full share, and that, among the *savans* of the expedition, a Comparative Anatomist of eminence may be found. For him, there will be a vast field yet unexplored; for it is especially true, that in Natural History we are never to rest satisfied with what has been done, for Nature demonstrates to us that her stores are boundless. The gentleman selected should be a *practical* anatomist, one qualified to investigate the intimate structure of animals, and prepare them for preservation. Especially should he be a good physiologist, for there are many *mechanical* anatomists, whose usefulness extend not beyond the dexterity of the hands. In short, he should be one capable of making researches under the influences of an expanded philosophy, upon the phenomena of life in their totality. For such a one, those distant seas and shores will yield a rich harvest; and we may now have an opportunity to repay, in some measure, the debts so long due to the old world, by giving to it, in our turn, some amount of our own practical knowledge. It is our

first opportunity for such a reciprocity: may it be well improved. The Society of Natural History unite their best wishes for your continued success.

With great esteem,

I remain your friend,

WINSLOW LEWIS, JUN.

J. N. REYNOLDS, Esq.,
New York.

PHILADELPHIA, *June 20, 1836.*

DEAR SIR—I received the copies you sent of Mr. Hamer's interesting speech, and must beg you to excuse my not acknowledging them before; I have been prevented by engagements which so often unexpectedly occur to interfere with our intentions. In this community, there is but one sentiment in regard to the excellent undertaking to which Mr. Hamer refers, and with which your own name is so honorably connected.

It is universally approved. Men of science look forward to important results, which may place our country and our enterprising citizens, with distinction equal to others, in the contest for useful discoveries. Mercantile men, with one voice, say that the greatest benefits will be afforded to commerce and navigation.

These bold and adventurous voyages are the chivalrous exploits of our times; they require the same courage and enterprise, disinterestedness and perseverance, as those of old: but how much more virtuous and enlightened in their motives! How much more conducive to human prosperity and happiness in their results!

To you, who have studied the subject so fully, and devoted to it so much thought and experience, it is scarcely necessary to say any thing as to the contemplated arrangements; but I do hope the expedition will be so fitted out, as to obtain, in the fullest extent, all those advantages in regard to science, for which there will be so fair an opportunity.

The first American voyage of discovery ought to be, in its results, worthy of the genius and enterprise of our people. I am

sure the Secretary of the Navy will view it in this spirit; but scholars and scientific inquirers seem to be so much out of place in the arrangement of naval or military expeditions, that a good word must be said in their behalf.

The officers of Napoleon used to laugh at the *savans* who accompanied the army of Egypt; but how much have their researches, drawings, and writings added to the fame of that remarkable campaign!

I have not had an opportunity of seeing Dr. Patterson, but I am very certain, from his well known devotion to the cause of science, that he will feel the greatest interest in this undertaking, and give that aid and advice which his talents and acquirements so peculiarly enable him to do.

Believe me very faithfully yours,

H. D. GILPIN.

J. N. REYNOLDS, Esq.,
Washington.

WASHINGTON, July 3, 1836.

DEAR SIR—I am truly happy to hear that a voyage of discovery to the Southern Pacific is at length resolved on, and that one of your activity, perseverance, and practical good sense, is to be connected with it. The glory which will redound to the nation from such an expedition, well fitted out, is a pleasing reflection to the patriot; but the new channels that it will open to our commerce, and the solid additions it will give to science, are far more important considerations.

I trust that no restricted or ill-timed notions of economy on the part of the government may mar the full completion of the enterprise. Especially, a sufficient number of really competent men of science should be obtained, at any price; nor should more than one branch be confided to any individual, if it can be avoided. The more limited the field of each, the more complete will be his researches. Thus there should be a natural historian, a botanist, an entomologist, a geologist, a mineralogist, &c. In addition to the physician or surgeon, unless he be skilful in that branch, there should also be a good anatomist. Not less than three painters, also, should be secured, viz.: in landscape painting, portraits, and natural history. The anatomist and portrait painter together may throw new light on the varieties of the human race. If possible, it is important to obtain one well acquainted with languages and philology, as they still require much elucidation in the regions you will visit. The commercial investigations, I presume, you will take under your own charge. I should drop many suggestions,

were I not convinced that you will fully consult the ample instructions heretofore given in the great European voyages of discovery.

I hope your voyage may be prosperous, and the forerunner of a series of similar expeditions. In a time of profound peace, and with an overflowing treasury, what policy is more worthy of a great nation than one which advances the wealth and happiness of its own citizens, and at the same time gives impulse to the progress of science and civilization throughout the world?

I remain, sir, with respect,

Your servant,

HENRY JUNIUS NOTT.

J. N. REYNOLDS, Esq.,

NEAR PROSPECT HILL, VA., May 1, 1836.

DEAR SIR — You ask my opinion with regard to the number and description of vessels most proper to ensure a successful prosecution of the voyage of exploration authorized by a recent act of congress.

To answer your inquiries satisfactorily, I ought, perhaps, to ask *what are the leading objects* of the expedition? Judging from the report of the senate's committee, where the bill originated; from the tenour of debate on that bill in both branches of the national legislature; from the discussion of the subject in the public prints for the last ten years; and from my own observations and reflections, I conclude that the objects of the enterprise may be classed under two general heads—*scientific* and *military*; that is, military so far only as may be necessary for self-preservation and defence against the barbarous, and sometimes ferocious, natives of the countless islands which so thickly stud the most extensive, and perhaps the most interesting field for scientific observation and research that will be visited in the course of the voyage: I allude to the great *equatorial sea, stretching from the west coast of America to the Asiatic shores.*

Under the scientific head, we naturally place every branch of natural history, philosophy, and *the sciences generally*, embracing every denomination and classification recognised by the literati of the present day. These various and most interesting objects ought only to be confided to the care of *well qualified persons, who have made the department for which they offer themselves the peculiar subject of long study*, and with the advantage of competent *masters*,

and free access to well selected *cabinets and specimens* from nature.

Without intending, in the least degree, to disparage my brother officers' just claim to general intelligence, even beyond the necessary qualifications, I must nevertheless say that I think it more than probable that most of the departments in science could be better filled from some of the most celebrated literary institutions of the country than could be expected from the navy; but as the expedition is to be a *national* one, native born citizens only should be allowed to participate in it.

With this understanding of the objects of the voyage, I should say, the very best organization of the force, so as to leave nothing to chance, and to place it perfectly within the power of those intrusted with its *conduct* to meet the high expectations of this nation and of the scientific world at large, it ought to consist of *two schooners* of about one hundred tons burthen each, *two brigs* of two hundred tons, and a *small frigate*, or at least a *large frigate-built sloop of war*.

The brigs and schooners ought to be built for the express purpose; they should be *strong*, but not clumsy; on the contrary, they ought to be fair sailers, work and stow well, with comfortable accommodations for all on board. The largest ship might—ought to be—the *little new six-and-thirty gun frigate* now ready for launching from the Gosport navy yard. I believe she was built to replace the *Macedonian*, but she is quite too small to bear the name of a prize ship pronounced, when captured, to be fully equal to her noble captor, the *United States* of 44 guns; but be that as it may, the ship I allude to, on the stocks at Gosport, is the most *appropriate vessel which the navy can supply* as the principal ship for the exploring service; and, in addition to the vessels above enumerated, it will, of course, occur to every reflecting mind, that a storeship of three or four hundred tons burthen will be an indispensable accompaniment.

The foregoing vessels ought to be fully and *ably officered* from the navy, but there should be no *supernumeraries* allowed in any of the departments; the petty officers, seamen, and marines should be chosen men, and *ought to be engaged for that particular service*; the crews of the brigs and schooners ought to be limited in number, sufficient only for safe and easy navigation when making a passage, but to be increased from the frigate whenever engaged in active operations.

The decided advantage which such an expedition would have over any other, or all others, which have been sent out by European nations, is too manifest to require argument to sustain the plan; suffice it, then, to enumerate a few of the advantages which would accrue from the employment of such vessels as I have above described. First, the *ample and comfortable accommodation of all connected with the enterprise: no vessel would at any time be crowded, nor would operations be paralyzed for want of men in any situation, whether for the arduous duties of open boats, or as guards for protecting the exploring and surveying parties against the natives*; for, as before intimated, when a station is reached, the frigate would occupy some safe and convenient position, and from her own crew fully man the smaller vessels, and *furnish extra boats for surveys and exploring and scientific operations*. She would, too, be the safe depository for the valuable and costly instruments to be used on the expedition, as well as the receptacle for all specimens collected at each station by the scientific corps, the chiefs of which would, of course, be attached to the largest ship, and, when on the passage from station to station, they could, in concert, revise and arrange appropriately the collections they had made.

The presence of a frigate among the islands would certainly be more apt to impress the natives with a just idea of our national and naval power than any other description of ships, however much increased in number, if divided into smaller vessels; and her magni-

tude and force would strike the islanders with such *awe*, as at once to guaranty their friendship, and perhaps effectually guard against and prevent any of those ever-to-be-lamented conflicts which have so often interrupted the progress of scientific research, and caused the death of many voyagers as well as natives. The protection, too, which such an expedition would necessarily afford to our whalers and traders, everywhere to be found in the South Seas, ought not to be lost sight of; and the statesman whose enlarged and humane conceptions shall furnish the means of procuring such happy results, will well merit, and certainly receive, the lasting gratitude of the philanthropic of every country and of every age to come.

You ask, too, what time would be required for the preparation of an expedition? I do not know what facilities are at present within the control of the *Navy Department* for building small vessels; but our means of increasing the navy must be greatly overrated or criminally neglected, if such an expedition as I have suggested could not be ready for sea in *four months from the issuing of orders*; at any rate, the vessels could be ready by the time some of the instruments, which report says must be imported from Europe, could be obtained.

I have already extended my remarks, in answering your interrogatories, to what you will probably consider an inordinate length, which, however, I am sure you will readily excuse, when you bear in mind my former connexion with the projected expedition of 1828, and the deep interest I have ever taken in the subject; and that you will bear with me still a little longer, while I state a question which has often been put to me, (though never by yourself,) viz.: *What situation, if any, will Mr. Reynolds occupy in the expedition?*

The answer to this interrogatory, I presume, rests with yourself; for it cannot be denied that to you, and to your unwearied exertions, is due the credit of so interesting the public upon the subject

as to induce congress to pass the law. Who, then, has a better claim to participate in its toils, and to share its honours, than he who may be justly called the originator of the voyage—who can bring so much of valuable knowledge, derived from various sources, *some of which you alone have been permitted to draw from, as you could?* I mean not to flatter when I say, not another who is a citizen of the United States.

Then it cannot be doubted but that any commander qualified to conduct such an enterprise as the law contemplates, as well as the executive head under whose auspices it will be sent out, will gladly avail themselves of your services, to aid them in organizing the scientific department, and further identify you with the expedition, by assigning to you some honourable station in it.

Such are my views, very hastily expressed, as you know. Did time or occasion allow, they might be greatly enlarged; but, at present, I have only time to repeat my ardent wishes for complete success in all your undertakings, and to express the hope that the just expectations of a liberal public may not be disappointed by a defective organization, as regards ships, or by the indiscriminate appointment of persons incongruous in their dispositions, and who never act in perfect concert, nor harmonize in social intercourse.

I remain, dear sir,

Yours, faithfully,

THOMAS AP C. JONES.

J. N. REYNOLDS, Esq.,
New-York.

HOUSE OF REPRESENTATIVES, }
Washington, June 10, 1836. }

DEAR SIR—The passage of the appropriation authorizing an expedition to the South Seas has given me unfeigned satisfaction. It is a design honourable to the congress which proposed it, and to the administration by which it is to be directed.

If suitably executed, it cannot fail to be useful to the domestic interests of the country, and, at the same time, to elevate us in the eyes of Europe. It is notorious how much England and other countries have done towards the maritime exploration of the globe, while we, as a nation, have been passive. Allow me to relate to you a little anecdote in illustration of this. I enjoyed the pleasure, whilst at Madrid, some years ago, of the personal acquaintance of Don Martin Fernandez de Navarette, author of a valuable work on the voyages and discoveries of his countrymen, and himself one of the most learned and estimable of the public men of modern Spain. At that time, he exercised supervision over an establishment in Madrid, called the "Deposito Hidrografico," which is a government bureau for the preparation of maps and charts, particularly of the Spanish possessions in the two hemispheres. In exhibiting to me this establishment, he expressed his regret and surprise that the United States, a nation so opulent, and possessed of such extensive commerce, was so totally neglectful of its duty to science, to itself, and to the world, in this matter.

Spain herself had realized the advantages of the survey of her own coast by Topino, so well known to navigators of the Mediterranean. She was continually collecting and multiplying charts

relative to her colonies in the East and West Indies, and the adjoining seas. She was exchanging the results of her observations with other nations. But when she looked to the United States for information as to our coast, she found that a public survey of it had been begun only to be abandoned; that the books and charts in use concerning it were the imperfect productions of private individuals; and that, while we had done so little for the exploration of our own waters, we had done absolutely nothing, in comparison with the efforts which England, France, Russia, and even Spain herself, were making, to acquire accurate knowledge of the remote Atlantic and Pacific seas.

Don Martin presented these views to me very strongly; and I confess, when I reflected on the relative conditions of Spain and the United States, and saw what the one was doing and what the other was not doing, I could not but feel the force of his reproaches. Since that time, the public survey of our own coast has been commenced, and pursued with vigour; and the expedition now in contemplation will do still more to set us right in the estimation of other cultivated nations of Christendom.

I think great credit is due to you for the successful exertions you have made to awaken the attention of the public and of congress to this subject; and I hope that justice will be done to you in the arrangements to be made for the expedition.

I am, dear sir,

Very faithfully, yours,

C. CUSHING.

J. N. REYNOLDS, Esq.,
New York.

Boston, July 30, 1836.

SIR—I have seen, with much satisfaction, that the Government of the United States has decided to fit out an exploring expedition, with a particular view to the Pacific and Indian Oceans, on which you had already collected so much valuable information. The expedition, as the newspapers inform us, is to be placed upon the most liberal footing, in respect to all subjects of scientific inquiry; and I trust, with the aid of the intelligent commander and officers, we shall have rich additions to the stock of knowledge already in possession of the learned world.

Feeling an extreme solicitude that the expedition should, for the honor of our country, accomplish as much as possible, and that no disappointment should be experienced, in any department of knowledge, by the learned of Europe, as well as of our own country, (for this is the common cause of all nations, and not of America alone,) I hope it will not be deemed obtrusive if I should again ask your attention, and, through you, that of the government, to one important subject of inquiry, about which I formerly conversed with you: I mean the various native languages of the different tribes of people that may be visited by the expedition. I take the liberty thus particularly to invite attention to this department of knowledge, because it has not hitherto been so much the subject of investigation with the intelligent and enterprising navigators and travellers of our own country, as it has with those of some other nations; among whom, the Germans stand pre-eminent. But yet, as a portion of that knowledge which all are desirous to obtain respecting the

human race, and as a source of indispensable materials for science, the investigation of these aboriginal languages has the strongest claims to our attention; and if the value attached to this, as well as other branches of science, may be in any degree estimated by the high rank of the men who have been engaged in its pursuit, it is certainly the fact, that, at the present day, the general study of languages, or comparative philology, has enlisted talents of the first order throughout Europe. It is a remarkable fact, but not generally known, that the first great impulse to this study was given by that extraordinary sovereign, the empress Catharine the Great, of Russia, who, herself, took pains to make out a vocabulary of two hundred words, to be sent to various parts of the world, in order to obtain the corresponding words in different languages. With this view, she made application to President Washington for specimens of the Indian languages of North America; which were accordingly furnished, by his direction.

From that period to the present, the science of comparative philology has been pursued with increasing ardour and success, particularly in the investigation of the *unwritten* languages of the savage or uncultivated nations; for it is now found, to the surprise of the learned, who had formed their theories of speech from the Greek, Latin, and a few other cultivated dialects, that the long neglected languages of the uncivilized portion of the human race present very many extraordinary *phenomena* (if we may so call them) in the structure of human speech, which will compel scientific inquirers to re-examine and reform the theories, that have been formed upon too limited a view of this extensive subject.

At the present enlightened period of the world, the basis of all scientific inquiry is the collection and arrangement of facts, or the process of *induction*, as it is often called, after some philosophers of antiquity; and, unless this method is applied to the languages, as well as to the physical structure of the human race, the faculty of speech, which is the peculiar and most remarkable characteristic

of man, will be the only part of his nature which will not have been investigated with the same enlarged and scientific views as his other powers, physical and intellectual.

We must, therefore, begin our researches by collecting all the facts relating to human language; or, in other words, by collecting authentic specimens of words, and of the grammatical structure of every dialect within our reach. The more complete we can make our collection, the more correct and satisfactory will be the results deduced from them. Our progress in philological science will then be as successful as in other departments of knowledge. For instance, in geology, when a few specimens of antediluvian bones, and impressions of vegetable and other productions, were first discovered, they were laid up in museums as simple curiosities, and without the least anticipation of anything like important scientific results; and yet, by the successive collections made of those objects, we now find the new science of geology has arisen, which enables us to form more just conceptions of the structure and phenomena of the globe, than had ever before been imagined by the most subtle and profound philosophers of ancient or modern times.

The same thing will take place in philological science, as soon as we obtain an extensive collection of *facts*, or, in other words, of authentic specimens of language; and, in due time, some genius will appear, who, like Cuvier in geology, will compare and classify all the specimens of language, and exhibit results that will be no less interesting and astonishing than those obtained in other sciences.

It is, I am aware, a very common question:—What will be the utility of collecting facts in relation to language? a question which may be shortly answered, by asking, in return, of what utility is it to investigate any other faculty or peculiarity of the human race? Why have so much time and labour been bestowed for ages on the study of the body and mind of man? If it is of any importance to study the human mind, the repository of our ideas upon all

subjects, is it not indispensable to investigate human speech, which is the medium of communicating those ideas? If knowledge is of any value, is not language, which is the instrument and the preserver of knowledge, entitled to our profoundest study?

But when we speak of results to be obtained by the pursuit of any branch of science, no man can venture to predict what discoveries may be made in philology, any more than he could dare to do in other departments of knowledge. Who could have foreseen, for example, the incalculable results of Newton's studying the falling of an apple from a tree in his garden? Who would ever have imagined that the most astonishing and brilliant discoveries of Sir Humphry Davy in chemical science, by the agency of galvanism, would be deducible from observations of the convulsive motions of a frog suspended from an iron hook? And, in the series of extraordinary results of learned investigations, let me ask, Who would have conjectured, in the study of languages, that any important truths would ever be elicited by means of the hitherto mysterious and dumb characters of the hieroglyphic inscriptions of Egypt, which scientific investigation is now beginning to unfold? Yet the discovery of the principles of interpretation to be applied to those characters demolished, at a blow, the specious infidel superstructure, which some men of science had previously erected upon the hieroglyphic zodiac of Denderah; the true interpretation of the language of that monument having proved it to be comparatively modern, instead of being of an unfathomable antiquity, as had been supposed by those philosophers, before the characters were at all understood.

By means of languages, too, we ascertain the affinities of nations, however remote from each other; a remarkable instance of which is that singular race, the gypsies, (from their supposed Egyptian origin) who are dispersed over Europe, and whose language now shows them to be a people of *Hindustan*, and not of Egypt. In the same manner, it appears that the people of Hun-

gary and of Lapland, notwithstanding they are geographically so far apart, and so different in their social condition and physical organization, are intimately allied to each other; and that the people of Otaheite and of the Sandwich Islands, though inhabiting islands, and at the distance of twenty-five hundred miles from each other, are of one family, speaking languages that are substantially the same.

In short, the affinities of the different people of the globe, and their migrations in ages prior to authentic history, can be traced only by means of language; and among the problems which are ultimately to be solved by these investigations, is one of the highest interest to Americans—that of the affinity between the original nations of this continent and those of the old world; in other words, the source of the aboriginal population of America. And one of the fruits of your present expedition may be, to furnish the materials which may enable some *American* to confer on our country the honour of solving that great problem. But I need not follow out, in detail, the utility of investigations in this branch of science. The object of the expedition, if I understand it rightly, is not merely to explore sources of profitable commerce, but that the United States may also make an honourable and liberal contribution to the cause of science, which is the common cause of all civilized nations. We have already derived no little reputation from what we have accomplished by expeditions of this character on the continent of America, however inconsiderable the results may appear in the general mass of science. In the particular subject of languages, too, our great philologist, Mr. Duponceau, has obtained for America the honour (and, I believe, the first instance of the kind among our countrymen) of a prize medal, awarded by that distinguished body, the Royal Institute of Paris, for the best dissertation on their prize question respecting the original languages of America. I mention this fact, principally for the purpose of showing how much importance is attached to the

investigation of the languages, as well as the manners and customs, and other characteristics of man, in every situation in which he is found on the globe. If there is, as all admit, any utility in studying *man*, then it is quite evident that we must study his distinguishing characteristic, *speech*; the great instrument of intercourse and communication between the numerous members of the human family.

In addition to these general views of the advancement of philology, I might refer you to particular subjects in which a knowledge of languages is of incalculable value. The promoting of commercial and social intercourse would be greatly facilitated by it; but, above all, we should be enabled to disseminate among the unenlightened nations of the world the benefits of science and the arts, the blessings of a better organization of society and government, a higher system of morals, and a purer religion, than they now possess.

I am, sir,

Your most obedient and humble servant,

JNO. PICKERING

J. N. REYNOLDS, Esq.
New York.

NEW YORK, July 16, 1836.

MY DEAR SIR—Judging from the announcement in the “Globe,” which reached me yesterday, I should conclude that the main difficulty was now at an end; and that your appointment to the station of corresponding secretary, in the intended South Sea expedition, must be regarded as a sure proof of the high favour in which you stand with our Executive. Nor has this favour been misplaced. If I know you well, (and our long acquaintance leads me to think that I have some claim to that privilege,) no one could have been selected, as the head of the scientific corps, better calculated to bring all things into full and efficient operation, and to direct them in such a way as must lead to ultimate success. A mere naval officer would never have answered for such a post. A mere civilian would have been equally unfit. An individual was required, who should be conversant with both elements, and in whom enlarged and liberal views should be found, not the result of information obtained from others, but the offspring of his own matured and manly intellect. I am glad to find that our Executive had the good sense and discrimination to select such an individual, and to scorn all the petty and disreputable influence, which sought to confer on another what, in honest fairness, was alone due to yourself. It would have been too bad, although, at the same time, but too much in accordance with the ordinary routine of life, for another to have reaped the harvest of praise, after your untiring labours had fostered so goodly a crop. Let me congratulate you, then, my friend, on this auspicious commencement, and, in so doing,

express the earnest hope, that it may be an omen of final success, and of the honour that awaits yourself, your companions, and our common country.

I cannot but regard it as a singular coincidence, that the gallant frigate, which is to lead this first American voyage of discovery, and to enter on a path from which so much glory has accrued to our great maritime rival, should itself be a trophy wrested by our arms from the navy of that rival, and should thus be destined to carry to distant regions, not only our national name, but a memorial of our national prowess. Amid the sober realities of life, speculations such as these may be only calculated to excite a smile; but in a case like the present, into which much of romantic daring must necessarily enter, they may be indulged in with less danger of ridicule, and with something even of a beneficial effect. Indeed, the whole history of our species is only one tissue of singular coincidences, characterized by as singular results.

Apart from the concern which I naturally feel in whatever regards your reputation and welfare, I find myself strongly interested, on another account, in the intended expedition. It has long been a favourite theory of mine, that one of the early races which peopled our continent was identical with that from which have descended the inhabitants of the numerous islands in the South Pacific. The fabrics accompanying the dried human bodies, or natural mummies, (if they may be so called,) that have been found in the caverns of the west, strongly resemble the rude articles that are manufactured in the Sandwich and other islands of the Pacific, and point to a sameness of origin in the respective people who prepared them. The most striking proofs of this, however, if the theory be a correct one, will be found in a comparison of the languages of these islanders with one another, as well as with the remains of aboriginal tongues on our own continent; and it is these very proofs which the projected expedition will be able to furnish, if they are at all to be obtained. Let me suggest, therefore, that

an individual well versed in comparative philology accompany you in your movements; one who shall prepare vocabularies of the most important words in the languages of the different islands at which you touch, and who shall be able to classify and arrange them. Comparative philology is as yet in its infancy with us; but in Europe it has already attained to a vigorous maturity, and accomplished the most interesting results. The great chain of the Indo-Germanic languages was first made known by it; vast gaps have been filled up by it in the early history of nations; and we may look forward with confidence to the most brilliant results, when its energies are brought to bear upon the languages of our own continent and the islands of the Pacific.

You and I have often indulged in speculations relative to the antiquity of America, and have regarded our North American Indians as comparatively late comers into the land. We have sometimes thought that, under all its integument of fable, there might still be lurking something of reality in Plato's narrative of Atlantis. He obtained his information from the priests of Egypt, and recent antiquarian researches in that interesting land have led us strongly to believe that her educated race were not unacquainted with our continent. How strongly do the red and beardless people, of noble bearing and handsome costume, depicted at Luxore as driven to their ships by Sesostris, remind the modern observer, it is said, of the red and beardless race of American Indians represented on the monuments of New Spain, and wearing the same palm-formed diadem! And then, again, how identical is the head-dress of the Azteque priestess with the veil or *calantica* of the heads of Isis and the Sphinx! What light may not comparative philology one day throw on this most interesting subject! It has already shown us that the peculiar Mexican dialect resembles no recorded language but the ancient Oscan, of Italy; and antiquarians have informed us, that the people represented on the ruins of the stone city of Otolum, near Palenque, on our own continent, resemble in

costume and receding foreheads the enslaved Oscans of the old Etrurian monuments. They have also proved a singular agreement between the cycles of the Etrurians and Mexicans, and between many of their symbols and numerical signs. On the other hand, the architecture of Etruria resembles that of Egypt, and the pyramids of Egypt reappear in the *teocallis* of Mexico. There is only wanting some connecting link to bind these remarkable analogies into one great whole, and that link is to be supplied by comparative philology. How honourable will it be to our national name, if the means by which she shall be enabled to arrive at this result be afforded her by our own countrymen!

I have taken, my dear sir, but one view of the results that may be expected to emanate from your intended enterprise. It is a view that would naturally be taken by one situated as I am. The other and more immediate advantages attendant upon your movements can easily be perceived by all, and require no comment from my pen.

That your efforts may be crowned with the richest success, is the earnest prayer of

Your sincere friend,

CHARLES ANTHON.

J. N. REYNOLDS, Esq.,
Washington City.

YALE COLLEGE, August 24, 1836.

SIR—When you submitted to my perusal the plan of the *material* for the proposed scientific corps, I had time only to state my general approbation of the scheme, and to second the suggestion of Professor Anthon, in regard to the appointment of a philologist. I will now state my views more at large.

After providing a *practical astronomer*, whose business it shall be to notice celestial phenomena, particularly the part of the heavens less known, because less seen; and a meteorologist, who shall attend to the multifarious objects which belong to his department, now fast rising into importance; after supplying the branches of *hydrography* and *physical geography*, which are closely connected, the one with the safety of the navigator, the other with the perfection of a science in which every schoolboy is concerned; after making provision for the different branches of mineralogy, geology, botany, and zoology, the claims of which are so justly appreciated by our numerous Lyceums, and by all learned and intelligent naturalists, we come to the *natural history of man*—in my view, one of the most important objects which can be presented to the attention of the scientific corps.

Permit me, then, to recommend, as highly important in itself, and adapted to the wants and wishes of the learned at home and abroad, and as an object which will redound to the glory of our nation, the addition of two members to the proposed corps, whom, for the sake of conciseness, we shall call the *anthropologist* and the *philologist*.

To the anthropologist should belong the duties of *examining*, with a philosophic eye, the different tribes of men which may be subjected to his notice; particularly, he should examine their features, complexion, and physical conformation; their state of rudeness and civilization; their habits, manners, and customs; their progress in the arts; their political institutions, which, though rude, often display great wisdom; their religious opinions and usages—the impress, as it were, of a moral governor on their minds; he should form a fair estimate of their virtues and vices; and, in fine, he should examine their language, philosophy, traditions, and literature, which, as they draw nearer to nature, will be studied with a deeper interest by the true philosopher.

To the philologist should belong, particularly, the task of *examining* the various languages, with respect to their phonology, or elementary sounds; the forms of their roots, or radical words; the inflexions for expressing the different relations of words, and the structure or syntax of the language; of collecting extensive vocabularies from natives and interpreters; and of furnishing materials for the comparative philologist, by instituting similar and analogous inquiries, in respect to each of the several dialects.

It will be hardly possible for me to enumerate all the advantages, or to point out the various important bearings, of this great undertaking on the highest interests of man.

I. It will serve to fill up a department of knowledge, which will be seen to be important as soon as named—the natural history of man.

II. It will serve to show the connexion and relation of the different tribes of men; their common origin; and their progress, from their original seat, to their present location: an important chapter in the history of our race.

III. Every new dialect is a new exemplification of the powers and capabilities of human speech. The time is not far distant when the formation of new languages, and the modifications of old

ones, shall not be left, as it were, to the accidental operations of human intellect; but shall be subjected to the government of combined reason and concentrated wisdom.

IV. Every new language is a new development of the human mind. The philosophy of this moving principle in man is best studied where it is in fullest operation: to wit, in the constant flow of human language.

V. Our statesmen will recollect, that, in the infancy of our republic, the enlightened Catharine of Russia, a nation which had emerged hardly a century from barbarism, sent to the immortal Washington a request for the vocabularies of the different Indian tribes. The results of the investigation, which she first instituted, have given rise to a new science, that is now pervading all Europe, and modifying the grammars and lexicons of every language.

How glorious to second these objects; to carry our inquiries to the very borders of the Russian dominion, and not to rest till all the languages of the seas shall contribute their share to enlarge human science, and accelerate the progress of man to that perfection in knowledge to which he is destined, and of which language must ever be the only vehicle!

I waive, however, more minute specification; hoping that, on a subject whose relations may be less obvious to men engaged in public life, our distinguished philologists, such as Webster and Duponceau, Pickering and Gallatin, may be consulted, in order to give impulse and direction to that part of the enterprise, the execution of which must necessarily devolve upon the younger and more hardy and inexperienced.

Permit me, sir, in reference to the enterprise at large, to state, in my view, the absolute necessity of appointing an energetic committee at home, who shall publish the official communications of the corps, as fast as received: this only can satisfy the impatience of the learned and scientific, on the one hand, and secure the activity of the corps itself, on the other.

With many wishes for the success of the enterprise, and the safety of all who may embark in it,

I am, respectfully,

Your humble servant,

JOSIAH W. GIBBS.

J. N. REYNOLDS, Esq.,
New York.

LYCEUM OF NATURAL HISTORY, }
New York, 1838. }

DEAR SIR—So the expedition has been sanctioned by congress, and the president has determined to have it fitted out on an efficient scale, and with the most liberal provision for all the departments of science? This is, indeed, good news, and we are all delighted with it. The organization of the *scientific corps* is a matter of great importance, in reference to which, I cannot refrain from throwing out a few hints for your consideration; although I am not aware that I can communicate any particular information which you have not already obtained, or may not readily obtain, from other and higher sources. I shall, of course, confine my remarks to pure Natural History; and, in the few suggestions I have to offer, I shall even restrict myself almost entirely to the subject of the botanical department; not only because, being most in accordance with my immediate pursuits, I am naturally more especially interested in that department; but, also, because I fear that its high importance and great promise of practical utility may be, in some degree, overlooked. The natural history of the extensive regions which the projected expedition is designed to explore, is, in all its branches, almost wholly unknown; and the small and casual collections hitherto made in different voyages, have rather served to excite the curiosity of the scientific world, than to produce any very important practical results. Indeed, more new and interesting objects, both in the animal and vegetable kingdoms, may be confidently expected from these regions, when thoroughly

explored, than from any other part of the whole known world, excepting, perhaps, the Mountains of the Moon in Central Africa.

A principal reason for impressing upon the directors and conductors of the expedition, the importance of a well-filled botanical department, consists in the fact of the almost certain discovery of new and valuable kinds of woods, new materials for cordage, (for which we are already so greatly indebted to the islands of the South Sea,) new dye-stuffs, drugs, and other useful vegetable productions, which may hereafter open a wide field for commercial enterprise, and contribute, in no small degree, to the prosperity of the country. You will at once observe, sir, that these anticipations contemplate for the botanist of the expedition, higher and more extensive duties than the mere collection of ornamental plants, and the description of new species. These objects should, indeed, receive all proper attention, whilst the more important results, at which I have hinted, should be steadily kept in view. It is obvious, therefore, that the person selected to take charge of this department, should not only be a skilful botanist, but should also be well versed in vegetable chemistry: and it is especially desirable, that he be furnished with the requisite means of testing, on the spot, the nature and probable value of the various vegetable products, that may be from time to time discovered.

I think it highly important that the botanist be instructed to collect and preserve several sets of all the objects in his province; in order that the government may in due time present a suite of specimens to several of the learned societies, and even, perhaps, to the most eminent scientific individuals, both in this country and in Europe. In this way, the risk of losing, at any future period, the whole collection by fire or other accident, will be completely obviated; and the means of comparison and confirmation being thus liberally afforded to the whole learned world, the results may be expected to contribute, in the very highest degree, to the advancement of science. The example of the East India Company,

in the universal distribution of the magnificent collections of Dr Wallich, is, in this respect, worthy of all imitation.

By a comparatively slight increase of labour on the part of the scientific corps, a sufficient collection may be made for the purposes I have indicated; since the botanist, when fully prepared with the requisite means, can prepare thirty or forty specimens almost as readily as a smaller number. In some branches of zoology, I am well aware that collections cannot be made upon so extensive a scale, except by a very disproportionate increase of expense and labour. The number of sets to be collected will, of course, wholly depend upon the circumstances under which the scientific corps are to be placed; but the botanist should be instructed to secure, if possible, at least twenty-five or thirty specimens of all the plants, fruits, &c., which fall under his notice.

I omit all particular remark concerning the zoological and mineralogical departments in the proposed expedition: not, as you will readily believe, that I by any means underrate their importance; but because I conceive that you are already in correspondence with those who are making these sciences a separate pursuit. To do justice to the single department of zoology, will require the joint labour of several persons: all subordinate, of course, to a common head, who will assume the direction of the whole. A botanist, with two competent assistants, will, I think, suffice for that department. Two assistants are, in my opinion, indispensable since the aid of one will be constantly needed by the principal botanist; while the other would often be required to accompany the smaller vessels, when engaged in a distant survey.

Allow me, in conclusion, to express a hope, since our government is about to lend its aid to the promotion of maritime discovery, in which the chief nations of Europe are already so highly distinguished,—a hope entertained, I trust, by all who feel a lively interest in our national honour,—that the whole expedition will be placed upon a scale of enlightened liberality, with a view to the

accomplishment of great results; and that those who conduct its various operations should be fully aware that its final and complete success wholly depends, under Providence, upon their diligent, harmonious, and wisely-directed efforts.

With sincere respect,

I remain, truly, yours,

A. GRAY.

J. N. REYNOLDS, Esq.

PHILADELPHIA, August 15, 1836.

DEAR SIR—On first hearing that the government were about sending an exploring expedition to the South Seas, I paid little regard to the circumstance, presuming that the interests of navigation would alone be consulted, or that, if other matters of science were connected, they would be regarded as of very secondary importance;—judge, then, of my surprise, on learning that it would be rendered not inferior to any previous, in contributing to all branches of knowledge; and more, that it was to be no imitation, either in its route or organization.

As zoology has always formed a very prominent feature in such undertakings, you will excuse me for troubling you with a few remarks. The first object that should claim the attention of the zoologist is, of course, *man*. It is of the very first importance to record, as soon as possible, all that can be ascertained of the present inhabitants of the small islands of the Pacific. From the vast influx of foreign vessels of late years, the original character of the population will, in all probability, soon be lost, and its history must be looked for hereafter, in these very exploring expeditions. Now the tact of the experienced naturalist might detect points in the physical aspect of the natives, that would have escaped the notice of the Philologist, the Ethnographer, or even of the Anatomist.

A knowledge of the species of animals and plants is one great object that naturalists are aiming at. What results will arise from the attainment, it is impossible to foresee; as, indeed, from any

real addition to knowledge. Its present state has led to the discovery, that the globe was once occupied by other inhabitants than the present. Whence the species of our time have come, it is not for us to say. We find them allotted in different sets to different portions of the earth, each individual species spreading as far as its own organic structure permits.

But maritime intercourse is changing the face of things. The different races of mankind are brought into unexpected contact, and are supplanting each other on every hand. Plants in vast variety, as well as animals, are transferred from their native clime, to seize upon a foreign soil.

The productions of small islands, though not numerous, are extremely interesting; more especially, when widely separated from a continent. Such often contain peculiar animals and plants; animals, too, of very considerable size. The huge, helpless tortoise of the Galapagos, could not have kept up its race on a continent, or on an island inhabited by man, were it at all noxious, or even useless. It is now nearly certain, that during the short period Europeans have been acquainted with the great ocean, a clumsy animal of the ostrich kind has entirely disappeared. Whether it is, that in a wide extended field the number of species has been reduced by the same process of mutual extermination, this is most certain, that the variety is by no means in proportion to the surface.

With regard to the organization of the zoological department, I would remark, that as the range is so ample, several observers will be required; and much might be gained by a distribution of the branches. No one individual can do justice to all parts of zoology — life is too short, even in the absence of other considerations. The department would be lame, indeed, without some one versed in the internal structure of animated beings. One or more good natural-history draughtsmen are indispensable, and the requisite qualifications are very rarely to be met with. The mechanical part of collecting and preserving should be well provided for: all

that can be done at home should be reserved for the return of the expedition, for the zoologists will find ample occupation in living nature.

But perhaps I am too sanguine. I am well aware that the subject is not in high favour with the community generally. If, however, "the proper study of mankind is man," then natural history is the looking-glass. Man is born of infinite capacity, but falls into the snare of pride, and pays the penalty with misery.

Your obedient servant,

CHARLES PICKERING.

J. N. REYNOLDS, Esq.,
New York.

PHILADELPHIA, *September 5, 1836.*

DEAR SIR—I have read with great pleasure the letters addressed to you by a number of our most distinguished scientific and literary characters, on the subject of the intended expedition to the South Seas, which you have had the goodness to communicate to me, and which you intend for publication. It is very patriotic in you, while our government is desirous of obtaining all the information, and collecting all the lights that they can upon this interesting subject, thus to aid in promoting their views, and, what is not less important, to make the people at large fully sensible of the high importance of this measure to the honour, as well as to the advantage, of the United States. Those letters are well calculated to produce that effect, and therefore I cannot but highly approve of their publication.

The Secretary of the Navy has applied to the American Philosophical Society for information and advice on various points connected with the intended expedition. The same thing has been done by former administrations on similar occasions, and it is the constant practice of the governments of Europe to avail themselves of the concentrated knowledge of their learned societies. I shall not fail to lay your correspondence before the committee, which our society will appoint to take this matter into consideration, and I have no doubt that they will derive much benefit from it, and will be the better able to perform the honourable duty imposed upon them.

Under these circumstances, it would be improper in me, as an officer of that society, to enter here into the discussion of matters of detail, on this important subject. It would be disrespectful to my colleagues, whose views may differ from mine, and by which mine may be corrected, and to our government, to whom our opinions are due in the first instance. But I am free to say, that I fully concur with your learned correspondents, in considering the intended expedition as a source of high honour, as well as of advantage to the United States and to the world at large. Its most immediate objects are the safety of our navigation, the increase of the skill of our hardy seamen, and the facility of our commerce, by which its prosperity will be promoted. Such, if favoured by Providence, will, I hope, be its results. Our national honour is also to be considered. England, France, and Russia, must no longer claim the pre-eminence over us as maritime explorers of the surface of our globe. We must have our Ansons, our Cooks, our La Perouses, our Rosses, our Parrys, and our Kruzensterns. Our charts and our maps must be the guides of navigators through the world. The expense that will be incurred in this expedition, however great it may appear to those who do not take a correct and an enlarged view of its objects, will be but trifling, when compared with the immense benefits that will flow from it.

I am, respectfully, dear sir,

Your most obedient servant,

PETER S. DUPONCEAU.

J. N. REYNOLDS, Esq.,
New York.

DOCUMENTS.

DOCUMENTS.

LETTER FROM J. N. REYNOLDS

TO THE SPEAKER OF THE

HOUSE OF REPRESENTATIVES,

UPON THE SUBJECT OF AN EXPEDITION:

ACCOMPANIED WITH PETITIONS FROM INHABITANTS OF SEVERAL STATES, PRAYING
THE AID OF GOVERNMENT IN CARRYING THE SAME INTO EFFECT.

JANUARY 24, 1822.

Read and referred to the Committee on Naval Affairs.

SIR: I have the honour of transmitting to you several memorials, signed by citizens of the United States, recommending to the favourable consideration of Congress the importance of affording some efficient aid in fitting out a small expedition to explore the immense and unknown regions in the southern hemisphere. They believe that an expedition could scarcely fail in making discoveries of some interest, by finding new islands, or increasing our knowledge of those already laid on the maps; that commerce might be benefited by surveying the coast frequented by our hardy fishermen, and upon which they frequently suffer shipwreck, with many privations, and loss of property.

It is believed new channels might be opened for commercial pursuits in animal-fur—a trade out of which an immense revenue accrues to the government, and which greatly augments our

national strength, by increasing the number of our most efficient seamen.

Among these memorials, you will find one from Albany, dated October 19th, 1827, and signed by his excellency Nathaniel Pitcher, lieutenant-governor of the state of New York, the honourable Erastus Root, speaker of the house of representatives, and by nearly all the members of the legislature.

I have also the honour of transmitting to you three other memorials:—the first is dated Charleston, South Carolina, May 31st, 1827, and signed by the mayor of the city, President of the Chamber of Commerce, and by a very long list of respectable citizens. The second is dated Raleigh, North Carolina, December 24th, 1827, and contains the signatures of his excellency James Iredell, governor of the state; the honourable B. Yancy, speaker of the senate; the honourable James Little, speaker of the house of commons; and by a large proportion of the members of each branch of the legislature. The third memorial is dated Richmond, Virginia, January 1st, 1828, and is sustained by a number of respectable citizens: by the honourable Linn Banks, speaker of the house of delegates, and by a large and very respectable number of the members of the legislature.

With the above papers, I send you for reference, in like manner, the following preamble and resolution, adopted by the house of delegates of the state of Maryland, which I have had in my possession, but which has never been officially introduced into this house:—

“Whereas foreign nations have long turned their attention towards the acquirement of a more perfect knowledge of the geography of the earth, by means of voyages of discovery, and by these exertions have not only acquired reputation, but extended the weight of their influence, opened new channels for commercial enterprise, and benefited the human race, by enlarging and

improving the boundaries of knowledge: And whereas the government of the United States has attained a high standing among the nations of the earth, the practical result of the most stupendous, as well as successful, experiment ever made in politics; a population fast increasing; commercial relations and interest co-extensive with the civilized world; nautical skill, perseverance, and enterprise, if not unequalled, at least unsurpassed: And whereas the sending out of one or two vessels on a voyage of discovery would not be attended with any very heavy demands on the public treasury, and would seem to be in strict accordance with the character and liberal policy which ought to be pursued by a government whose political existence is, in a great measure, dependant on the general intelligence of her people: And whereas a great number of the most enlightened citizens, of different sections of our country, have memorialized the senate and house of representatives of the United States, in congress assembled, and have set forth in their memorials that, under the patronage of the United States, an expedition should be fitted out without delay, and proceed to acquire a more correct knowledge of our own continent; or, if possible, to enter the more interesting and extensive field for enterprise in the southern hemisphere; and, provided for the purpose with hardy seamen and scientific persons, to bring home to us the result of their labours, for the honour of our country and the benefit of mankind: And whereas voyages of this kind, even when they fail of making important discoveries, bespeak a liberal policy, and give character to the people who undertake them: Therefore,

“Resolved by the General Assembly of the State of Maryland, That we do highly approve of the views of the said memorialists, believing that a polar expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honour and glory of the United States.”

It is, perhaps, unnecessary to remark, that this expression of public sentiment, though extensive, and deserving the most respectful consideration, is small, when compared with other and similar memorials, presented during the last session, and referred to the secretary of the navy; to all of which the committee, of course, can have easy access.

While, sir, I accept, with much pleasure, your proffered kindness, in giving to these memorials their proper direction in the house of representatives, I beg you to accept the assurance of the high consideration with which I am, sir,

Your obedient servant,

J. N. REYNOLDS.

HON. ANDREW STEVENSON,

Speaker of the House of Representatives.

[No. 2.]

MEMORIAL
OF THE
CITIZENS OF NANTUCKET.

TO THE HONOURABLE THE SENATE AND HOUSE OF REPRESENTATIVES IN CONGRESS ASSEMBLED.

The memorial of the subscribers, citizens of the town of Nantucket, respectfully represents:—

THAT the intercourse maintained between different parts of the nation, and the islands and countries of the Pacific ocean, has become a matter of public interest, and deserving the protecting care of the national legislature. The fur business, and the trade carried on between the Pacific islands and coasts of China, as is known to your honourable body, have afforded rich returns, and increased the wealth of our common country. Besides this employment of national industry and enterprise, they would represent that there are engaged in the whale fishery, from various parts of the country, upwards of forty thousand* tons of shipping, requiring a capital of three millions of dollars, and the services of more than three thousand seamen. Whether viewed as a nursery of bold and hardy seamen, or as an employment of capital in one of the most productive modes, or as furnishing an article of indispensable necessity to human comfort, it seems to your petitioners to be an object especially deserving the public care. The increased extent of the voyages now pursued by the

* Greatly under the true estimate, even at that period.

trading and whaling ships into seas but little explored, and in parts of the world before unknown, has increased the cares, the dangers, and the losses of our merchants and mariners. Within a few years, their cruises have extended from the coasts of Peru and Chili to the Northwest coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on any chart: and the matter acquires a painful interest from the fact, that many ships have gone into those seas, and no soul has survived to tell their fate. Your petitioners consider it a matter of earnest importance that those seas should be explored; that they should be surveyed in an accurate and authentic manner, and the position of new islands, and reefs, and shoals, definitely ascertained. The advancement of science, and not their private interest only, but the general interests of the nation, seem, to them, imperiously to demand it. They, therefore, pray that an expedition may be fitted out, under the sanction of the government, to explore and survey the islands and coasts of the Pacific seas, and, as in duty bound, will ever pray.

November, 1828.

MEMORIAL
OF THE
EAST INDIA MARINE SOCIETY,
OF SALEM, MASSACHUSETTS,

PRAYING THAT AN EXPEDITION BE FITTED OUT BY THE GOVERNMENT TO MAKE A VOYAGE
OF DISCOVERY AND SURVEY TO THE SOUTH SEAS.

DECEMBER 15, 1834.

Referred to the Committee on Commerce, and ordered to be printed.

TO THE HONOURABLE THE SENATE AND HOUSE OF REPRESENTATIVES OF THE UNITED STATES, IN CONGRESS ASSEMBLED.

The memorial of the subscribers, citizens of the United States, respectfully represents :—

THAT the vivifying influence of unshackled and unobstructed commerce is, to our highly-favoured nation, what the healthful pulsation of the heart is to the human frame: it not only gives life and enjoyment to the immediate vicinity of its vibrations, but communicates the same, by a thousand mysterious channels, to the remotest extremity of the body politic: it is the fountain from which unfailing streams of revenue, our financial reservoir, is supplied with the means of national existence. To remove every obstacle which may impede or retard the healthful operation of this vital organ, is evidently the interest, and consequently the duty of the supreme legislature of the country.

Under such impressions, it is with no small degree of interest your memorialists perused an honourable expression of the legis-

lature of Rhode Island, during its recent session, of which the following is a copy:—

“ State of Rhode Island and Providence Plantations, in General Assembly, October Session, A. D. 1834.

“ Resolved, That, in the opinion of this general assembly, the subject of the memorial of J. N. Reynolds and others, dated November, 1834, praying that provision may be made by law for a voyage of discovery and survey to the South seas, is highly important to our shipping and commercial interests, and is hereby recommended by the said assembly to the favourable consideration of the Congress of the United States.”

In favour of this memorial, that an expedition be fitted out under the sanction of government, the object of which shall be to examine the numerous places of traffic already opened by the enterprise of our citizens, and to open new channels for the extension of trade, by the examination of such groups of islands, in the great North and South Pacific ocean, as are imperfectly or entirely unknown; to ascertain their true positions on the charts, examine their harbours and capacities, open friendly intercourse with the natives, which may be the means of preventing the effusion of blood; in a word, there are so many ways in which such an expedition might be useful, if well conducted, to our extended and unprotected interest in those distant seas, that a minute specification of them seems unnecessary, as they must be obvious to every enlightened mind.

On this subject, many of your memorialists speak with a practical knowledge; for among them are those who were the first to display our national colours in our commerce to the eastern world; among them are those who have been engaged in trade on coasts and among islands but little known; and they have felt, in losses and in painful solicitude, the want of the protection of their gov-

ernment, as well to point out the position of a dangerous reef, as to defend them against the natives, who had seen nothing of our power to restrain them from unlawful attacks upon their vessels or their lives; among them are those who have visited the islands in the Pacific, as well as those in the east, and have seen and felt the dangers our vessels are exposed to for the want of such protection as an expedition, fitted out for the express purpose, alone can give.

Your memorialists refrain from going into any computation of the immense amount of tonnage and capital engaged, from the United States, in the whale-fishery, all of which is more or less interested in such an expedition. Without attempting to designate the groups or islands most important to be examined, your memorialists would simply call the attention of your honourable body to one point, which may serve as an index to the rest:—the Feejee or Beetee islands. What is known of them? They were named, but not visited, by Captain Cook, and consist of sixty or more in number. Where shall we find charts of this group, pointing out its harbours and dangers? There are none to be found, for none exist. And yet, have we no trade there? We speak not for others, but for ourselves.

From this port, the following vessels have been, or now are, employed in procuring *biche-le-mer* and shells at the Feejee islands, in exchange for which eastern cargoes are brought into our country, and thus contributing no inconsiderable amount to our national revenue:—

Ship Clay, brig Quill, have returned; brig Faun, lost at the islands; ship Glide, Niagara, also lost; and bark Peru greatly damaged, and in consequence condemned at Manilla; brig Spy damaged, but repaired again; brig Charles Doggett, bark Pallas, brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig Consul.

The Charles Doggett has recently returned, in consequence of

having a portion of her crew massacred by the natives. The ship Oeno, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of twenty-four in number, were all massacred, in like manner, except one.

Thus, it must appear to your honourable body, that the losses sustained at this single point—to say nothing of the value of human life, which is above all value—would not fall far short, if any, of the amount necessary to fit out an expedition for the better examination of such points in the Pacific ocean and South seas, as require the attention of government.

Wherefore, your memorialists beg leave to unite their prayer with that of the state of Rhode Island, praying that provision may be made by law for a voyage of discovery and survey to the South seas; and your memorialists, as in duty bound, will ever pray.

WM. FETTYPLACE,

President of Salem East India Marine Society.

HALL OF THE EAST INDIA MARINE SOCIETY, Nov. 22, 1834.

[Signed by 54 Members of the East India Marine Society.]

[No. 4.]

RESOLUTION

OF THE STATE OF

NEW JERSEY.

Resolved by the House of Assembly, That we approve of the fitting out of an expedition to the South seas, by the national government, on a voyage of discovery and survey, believing that such expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honour of our common country.

HOUSE OF ASSEMBLY, MARCH 2, 1836.

I do hereby certify that the foregoing resolution was adopted by the house of assembly of New Jersey this day.

JOS. C. POTTS,

Clerk pro tempore of the House of Assembly of New Jersey.

[No. 5.]

PROCEEDINGS
IN RELATION TO
AN EXPLORING EXPEDITION,
BEFORE THE COMMITTEE ON NAVAL AFFAIRS,
IN THE
HOUSE OF REPRESENTATIVES OF THE UNITED STATES, 1822.

Letter from the Chairman, by order of the Committee.

HOUSE OF REPRESENTATIVES, Committee on Naval Affairs.

SIR: If it will not be inconvenient for you to furnish, it will be acceptable to the committee on naval affairs to receive, a brief statement, in writing, of the views you submitted to them, and any others you may deem proper, respecting the advantages to commerce of the exploring expedition to the South, for which you are a petitioner.

Such a statement, it is supposed, would contain your reasons for general results, and a reference to authorities for specific facts, as well as a tabular statement of the results and facts, so far as they may be susceptible of being stated in such a form.

With esteem and respect,

Your humble servant,

MICHAEL HOFFMAN.

J. N. REYNOLDS, Esq.

Answer to the foregoing.

HON. MICHAEL HOFFMAN,

Chairman Committee on Naval Affairs.

SIR:—In compliance with your request, in writing, I send you a brief statement of my views of the extent, character, and advantages of the commerce of this country in the Pacific ocean, with

a few calculations, made from the best information I could obtain. As the files of the custom-house do not directly assist us in this investigation, it is but proper that I should state to you, distinctly, the sources from whence my information has been derived; and, at the same time, my avowal of the full belief, that all my statements and calculations fall far short of the amount that the most accurate accounts, with the mention of every item, would swell to, could they be given. I have put my facts into as tabular a form as the nature of the case will admit, and will exhibit my results as succinctly as possible.

The information I have the honour to exhibit was obtained from the following sources:—

First, From frequent conversations with intelligent men, long acquainted with that trade; several of whom had made frequent voyages in those seas.

Secondly, From the perusal of log-books and journals kept by well-informed men, while engaged in the various commerce of the Pacific, covering a space of more than seven years previous to the war, and more than five years since.

Thirdly, From facts that have transpired in several lawsuits between the owners of vessels employed in the Northwest-coast trade and their captains, agents, and factors.

Fourthly, From such official documents, in the Navy Department, as are open to inspection on the records, being letters, reports, &c., from the several naval commanders who have been sent to protect our commerce in that quarter.

The objects of my inquiries have been: *Firstly*, the nature and extent of the whale-fishery, and of its importance to the welfare of our country.

Secondly, The extent and character of the sea-otter-skin trade.

Thirdly, The fur-seal-skin trade.

Fourthly, The sandal-wood trade,

Fifthly, The ivory sea-elephant-tooth trade.

Sixthly, The land-animal fur-trade.

Seventhly, The feather-trade.

To these inquiries I have added a few remarks upon the articles of export for this branch of commerce, and the general benefits resulting from it, independent of the wealth it brings into the country.

A full account of the whale-fishery, from its earliest history, is to be found in the Massachusetts Historical Collection, brought down to the commencement of the revolutionary war. At this time, the whale-fishery was confined to Nantucket, almost entirely. The last year, previous to the interruption of the business by the British cruisers, the returns and results of these voyages for the season, were thirty thousand barrels of oil, and one hundred and sixty tons of spermaceti candles. After the close of the conflict, whales becoming scarce on the coast of Brazil, to which place they had, for some years previously been pursued, the enterprising people of Nantucket ventured into the Pacific ocean, where they understood, from the accounts of Vancouver and Cook, that the whales were to be found in great abundance. This was soon after the year 1790. These adventurous voyages were attended with success, and have been increasing ever since, until it may be stated to have reached the following extent, viz. : to vessels of considerable size, sufficiently large, on an average, to carry two thousand barrels of oil : in Nantucket *seventy* ; in New Bedford sixty ; in New York, Boston, Stonington, New London, &c., at least twenty more ; making in the whole one hundred and fifty.

Nantucket	-	-	70
New Bedford	-	-	60
Other places	-	-	20
			150*

* This estimate was by far too small.

Suppose we say eighteen hundred barrels of oil each, with the proportion of candle matter, and allow two years to every voyage, this would furnish a result of one hundred and thirty-five thousand barrels a year, or four millions fifty thousand gallons; and the spermaceti candles would amount to eight hundred thirty-seven tons, or one million six hundred and seventy-four thousand pounds a year.

The crews of these vessels amount to about twenty-five each, men and boys; therefore keeping in employ three thousand seven hundred and fifty seamen; and thereby keeping up also a school for nautical instruction, superior to any other to be found. This is a business in which there has, as yet, been no great uncertainty or fluctuation. Almost all who have engaged in it have grown rich; as the market is great for home consumption, and never glutted abroad.

As the whale-fishery decreases in the sea now frequented for this purpose, other places must be found to pursue it in to advantage; and as the demand for less pure oil for the manufacture of gas light, increases, the islands and shoals should be explored for the porpoise and sea-elephant, who make their haunt in such places; and there can be no doubt that a sufficient number can be found, by proper search, to answer these demands as they arise. Other fisheries in high latitudes may be enlarged, and also found profitable, the salmon and cod fisheries particularly; as there would be a great demand for them in the South American provinces—a people who would not think of supplying themselves for the present. It may be said of fish, perhaps, what cannot be said of any other, or most articles of consumption, that the markets increase with the quantity brought to supply them.

This is illustrated by the mackerel-fishery, which is principally confined to Massachusetts and Maine. About fifteen years ago, these states, then one state, began to think this branch of business might be made of some importance, and inspectors of this article

were accordingly appointed. It was then stated, to the astonishment of most members of the legislature of Massachusetts, that there were twenty thousand barrels of these fish pickled this season. In a few years, the returns proved that there were thirty thousand barrels put up for market. This fishery has been gradually increasing, until, by the inspector-general's returns, it appears that one hundred and ninety-seven thousand six hundred barrels were inspected last year; and the price has not diminished; but the demand for this food increased, and is enlarging. Deducting all expenses for the sales of this article, more than half a million of dollars is made annually, yea, fished up from the bottom of the ocean, by the industry and enterprise of our people, and that, too, in a healthy employment.

Suppose, then, we could open a market for these fish in South America: the quantity, however large, would be all wanted, as the great mass of the inhabitants would soon wish to change the vegetable diet of their fast-days, for the more satisfactory and nutritious food they would find in the fish-market. This is proven from the fact, that Spain and Italy, with the West India islands, have been the great consumers of our fish from the Grand Banks and the Labradores, and have, in most instances, paid us for them in specie. In 1744, thirty-two thousand quintals of cod-fish were sent from New England to Europe—this was of a superior quality—and three thousand and twenty hogsheads of *tol. qual.* to the West Indies.

That the traffic in sea-otter-skins has been very profitable, is conceded on all hands; but from the secrecy of the first navigators into that ocean, the precise extent of it cannot be ascertained. These valuable skins were at first bought up from the natives on the Northwest, for a mere trifle, in red cloth, glass beads, a piece of cutlery, &c., but not so of late—these skins being from forty to seventy dollars, and more, in China. The most experienced men in this trade put the amount of it since it was first begun,

from fifteen to twenty-five millions of dollars, and no one lower than ten millions. These animals have only, as yet, been found in certain latitudes, from 44° to 60° north; and between east longitude from London, 136° to 150° ; inhabiting in great abundance, Beering's islands, Kamtschatka, the Aleuthian and Fox islands; they land also on the Kurile islands.

Now, naturalists can find no reason why they should not exist on lands that may yet be found in the Southern hemisphere. This is a subject to be settled, and that nation which may have the honour of the discovery, will undoubtedly have, as they well deserve, the profits.

The sandal-wood trade is not so difficult, perhaps, to estimate: for there has not been quite so much secrecy about it. For many years, this wood had been found in the islands of those seas; but it was not known to have been a growth of the Sandwich islands, until it was discovered by Captains Davis and Winship, of Boston, about twenty-four years since. The quantity cut on this group of islands, is about three hundred thousand dollars worth a year; and what is found and cut on other islands, will make the trade in this article, at this time, amount to near half a million a year. If this wood should become scarce, it will be necessary to find new groves of it on other islands, or we must teach the natives how to grow it; and it is the opinion of many judicious navigators, that this may as well be effected, as to cultivate the oak or ash, or any other tree of our own forests.*

The fur-seal-skin trade has been very extensive and profitable in the Pacific. It is the general opinion of those conversant with the trade, that more than seven millions of fur-seal-skins have been taken by our enterprising seamen, since we commenced business in the Pacific. These skins have generally been sold in Canton for from two to three dollars, and sometimes more, on an

* *Query.*—Could not this wood be grown in some parts of Florida, and on the coast of Liberia?

average, for each skin : some have been brought to this country, and sold for domestic uses. The Stonington Telegraph mentions the extent of the seal-trade in that small place, which shows the enterprise of that industrious people in a very strong light. From November, 1819, to August, 1827, there were seventeen vessels which belonged to this port, and which brought, as an item of their cargo, skins, which were sold at auction, to the amount of three hundred and ten thousand seven hundred and forty-seven dollars and eight cents ; and these skins were mostly taken in a high latitude. Let it also be remembered, that this is a mere item, made tangible from having been sold at auction ; and that this amount of skins, exchanged in Canton for teas, would bring into the public treasury an amount, on the first return, greatly surpassing what would be necessary to send out an efficient exploring expedition.

The demand for this fur is increasing in this country, as the seals are diminishing in the Pacific. New islands must be found, where they have not as yet been disturbed, to furnish a supply for the market. The hunting of the whale and seal, heretofore carried on with so much vigour, has produced the natural and necessary consequence of rendering those animals more timid, and fewer in number, by their destruction, without reference to season. These animals as naturally and instinctively leave the haunts of the whalers and scalers, and retire to the more remote regions, as the wild-game of the west recede before the advances of the sturdy backwoodsman. They can be followed, and found in greater abundance, and taken with less uncertainty and risk. The results of late voyages prove that they can be procured with great facility in the remote polar regions. Captain Parry, with great profit to the British nation, opened a new channel for their trade, by transferring their fisheries from East to West Greenland. He says the number of whales in those high latitudes was astonishing ; that not less than fifty were seen in a single watch.

Captain Franklin, standing on the shore of the Arctic ocean, describes the seal as sporting in shoals like porpoises. The discovery of islands of great size to the south is not too much to be hoped for, if we may be allowed to draw any inference from the obvious indications afforded by analogy, the observations of experienced navigators, or the natural indications afforded by ice, currents, &c., already known to exist in those regions. Such discoveries are coupled with the certainty, that the profit to be derived from them, in a commercial point of view, may be applied to the great advantage of our common country.

The land-animal fur-trade has not as yet been much encouraged, but several persons are now turning their attention to it. The Hudson Bay Company, which has been chartered for one hundred and fifty-nine years, have made the most grasping, extensive, and successful monopoly of this trade that is known in the annals of commerce; but a few spirited capitalists, with strong and well-situated factories on the Northwest coast, would soon take no small proportion of this immense trade. In Robson's account of Hudson's bay to the first lord commissioner of England, he says:—"There are furs, my lord, on this large tract of land, sufficient to supply all Europe, which yet are locked up by a few men."

The ivory-trade is becoming important, and will be much more extensive than it now is, when the sea-elephant is hunted for oil, as it will be when the whale becomes less numerous, and more oil is wanted for gas-works, as the great cities get more and more in the habit of using it. The porpoise-oil and seal-oil will be worth making for this purpose. The porpoise-fishery was formerly not heard of; once in a while, a porpoise was taken by accident; but now the Indians and others pursue it to a considerable extent, on our own northeasternmost coast.

The feather-trade has not as yet been followed in those seas, as it might have been; but, from the immense quantity of sea-fowl

in those regions, it is certain that the best of feathers might be obtained, and in the greatest abundance. Some of the beds brought from the Northwest coast are nearly equal in quality to the eider-down beds of Russia. The demand for feathers is great, and constantly increasing in this country. The finest quills might be obtained in pursuing this trade, and the demand for them is now great, and constantly increasing. The manner of preparing them, as the Dutch prepare them, might easily be taught to those engaged in the business; and instead of paying near half a million of dollars a year to Holland and Russia, and other countries, for quills, we could by this trade, supply our own market and others.

The articles which we export for this trade are now all within ourselves. Rice, tobacco, rum, whiskey, blankets, coarse woollens, cottons, calicoes, the ordinary kinds of cutlery, and trivial jewellery, and agricultural utensils, and some articles of household furniture, will soon find a market in the Sandwich islands.

It should be taken into consideration that these voyages are in the character of double voyages. The Northwest-coast cargoes are now, in small vessels, sent to China, and their proceeds furnish cargoes for large vessels sent direct from this country to Canton: and, by these means, we save the precious metals at home, which the direct China trade has so long drained us of.

To show the profitableness of this trade, we have only to look to those who have been engaged in it, and we shall find that most of them who began it early, have made large fortunes, and but very few of them have been unsuccessful. The cry is, that the trade, or business, is overdone. This is natural: those who have enjoyed the profits, are not willing to share them with others.

The extent of our commerce in those seas, in the whale, fur, and other trades, may, in some measure, be estimated by a report of Captain Hull, who was sent into the Pacific, to protect our commerce there. He says that, from the 30th March, 1824, to December 1st, 1825, he boarded two hundred and thirty-two

vessels, whose tonnage amounted to forty-three thousand five hundred and two tons, and the men to two thousand three hundred and fifty-two, and the guns carried by these vessels to two hundred and ninety-five :—

Vessels,	- - - - -	232
Tonnage,	- - - - -	43,502
Men,	- - - - -	2,352
Guns,	- - - - -	295

And the probability is, that he did not fall in with one half of the number then navigating the Pacific.

When Captain Jones visited the island of Woahoo, on the first of November, 1827, he found nineteen vessels in the port, whose tonnage amounted to five thousand six hundred and fifty, with crews amounting to three hundred and seventy-eight men. Four of these vessels were loaded with skins, &c., and fifteen of them were whalers, and had on board twenty-five thousand and eighty barrels of oil, and only wanted about six thousand three hundred and twenty barrels to make full cargoes.

All is activity and spirit in these voyages : every master of a vessel and his officers and men are striving to do better than their fellow-labourers. These long and difficult voyages give a hardihood and enterprise to American seamen, which will continue as long as we are engaged in this trade. The length of the voyage, the difficulty of the navigation, the large size of the vessels, the science and care necessary for sailing them in safety, and the vicissitudes of the voyage, make the youngest on board a navigator, a seaman, a pilot, and a gunner.

* * * * *

Be pleased to accept, for yourself, and for the honourable members of your committee, the assurance of the respect and esteem with which I am, sir,

Your obedient servant,

J. N. REYNOLDS.

[No. 6.]

REPORT

OF THE

COMMITTEE ON NAVAL AFFAIRS.

March 25, 1828.—Mr. RIPLEY, from the Committee on Naval Affairs, made the following report:—

The Committee on Naval Affairs, to whom were referred a great number of memorials from citizens of various sections of the United States, praying aid from the Government in fitting out vessels for an exploring expedition to the Pacific seas, report:—

THAT the number and character of the memorialists, and the opinions they have expressed upon the subject of the memorials, have called the committee to an attentive and careful consideration of the means required for such an expedition, the importance of the interests connected with it, and the immediate as well as ultimate advantages it promises to the nation. The committee do not propose to recapitulate their own views upon these subjects, but to refer the House to documents in their possession, with the general correctness of which they are satisfied.

For information in relation to the means required, they refer to a communication from the Secretary of the Navy, of the 14th of March, 1828, in reply to a note addressed to him by the committee.

In relation to the interests, individual and national, connected with such an expedition, the committee refer to a statement submitted to them by Mr. J. N. Reynolds, on the 10th February, 1828, in answer to inquiries addressed to him by order of the

committee. So much of the statement as exhibits the amount of our commerce in the Pacific seas, the committee think is fully sustained by the reports of the officers of our navy, who have, by order of the Secretary, heretofore made reports upon that subject, to which Mr. Reynolds refers, and with which his statement has been compared, as well as with the accounts of others familiar with those branches of our trade.

The dangers to which an immense amount of property is exposed, as well as the hazard to human life, for the want of knowledge, by more accurate surveys, of the regions to which our commerce is extending, and the probable new sources of wealth which may be opened and secured to us, seem to your committee not only to justify, but to demand the appropriation recommended; they therefore report a bill for the purpose.

[No. 7.]

CORRESPONDENCE

BETWEEN THE

CHAIRMAN OF THE COMMITTEE ON NAVAL AFFAIRS

AND THE

SECRETARY OF THE NAVY.

HOUSE OF REPRESENTATIVES,
Committee on Naval Affairs, March 3, 1838. }

SIR: The house has referred to the committee on naval affairs several petitions, praying that an expedition may be sent into the Pacific and Southern ocean.

I am directed by the committee to ask of your department your opinion respecting such an expedition, and briefly your reasons for it; and, if you shall be of opinion that such an expedition ought to be sent there, to request of you a project of the law to authorize it, with your reasons for its several provisions, and any other information you may be pleased to give on the subject

With esteem and respect, I am, sir,

Your humble servant,

MICHAEL HOFFMAN.

Hon. SAMUEL L. SOUTHARD,

Secretary of the Navy.

NAVY DEPARTMENT, March 14, 1838.

SIR: I have had the honour to receive your letter of the 3d March, in which, on behalf of the committee on naval affairs, you "ask my opinion respecting an exploring expedition into the Pacific and Southern ocean, and, *briefly*, my reasons for it."

I entertain the opinion that such an expedition is expedient. My reasons are briefly these:—

That we have an immense and increasing commerce in that region, which needs the protecting kindness of the government, and may be greatly extended by such an expedition. Of the extent and nature of this commerce, it is not easy to write briefly; nor is it necessary. It is better known to none than to some of the members of the naval committee in the house of representatives. The estimate of its value has been much augmented, in the view of the department, by the reports which have been made, *under its orders*, by our naval officers who have commanded vessels of war in the Pacific, and which are now on file.

The commercial operations carried on in that quarter are difficult and hazardous: they are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in the government to render these commercial operations less hazardous, and less destructive of life and property, if it can be done by a moderate expenditure of money.

The commerce in the Pacific ocean affords one of the best nurseries for our seamen. An expedition, such as that proposed, would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

We now navigate the ocean, and acquire our knowledge of the globe, its divisions and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical and scientific knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and while we make our contribution to this common stock, we shall not fail to derive

the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit.

The bill need not contain any other provisions, as the amount of the appropriation will limit the expenditure; and I do not presume that Congress would desire to prescribe the size of the vessels, their equipage, or the number and character of the persons to be employed.

In either of the plans proposed, whatever is done will be under the direction of this department, and the expense may be greatly diminished by permitting certain of the naval officers to join the expedition, and by using other facilities which are under its control.

I have the honour to be,

Very respectfully, &c.

SAM. L. SOUTHARD.

HON. MICHAEL HOFFMAN,

Chairman of the Committee of Naval Affairs, H. R.

[No. 8]

EXTRACT

FROM THE ANNUAL

REPORT OF THE SECRETARY OF THE NAVY,

NOVEMBER 27, 1828.

ON the 21st of May, 1828, the House of Representatives passed a resolution requesting the President of the United States "to send one of our small vessels to the Pacific ocean and South seas, to examine the coasts, islands, harbours, shoals, and reefs, in those seas, and to ascertain their true situation and description;" and authorizing the use of such facilities as could be afforded by the department, without further appropriation during the year. To this resolution it was your earnest wish that early and full attention should be paid.

There was no vessel belonging to our navy, which, in its then condition, was proper to be sent upon this expedition. The Peacock was, therefore, selected, and placed at the navy yard at New York, to be repaired, and supplied with conveniences suited to the object. Her repairs and preparations are now nearly completed, and she will be ready to sail in a few weeks.

In looking to the great purpose for which the resolution was passed, and the difficulties and dangers which must necessarily be encountered, it seemed to be both unsafe and inexpedient to send only one vessel. But the department did not feel that it had the authority either to purchase another, or to detach one more of the small vessels of the navy, to be joined with the Peacock. Nor, indeed, is there another in the service suited to this peculiar employment. But the opinion and wish of the Department being known, an offer was made to it of such a vessel as was desired,

being about 200 tons burden, and calculated for cruising in the high southern latitude, and among the ice islands and reefs which are known to exist there. This vessel has been received and placed at the navy yard, upon the express agreement, that a recommendation should be made to Congress to authorize its purchase, and if the recommendation was not approved, that it should be returned to the owner. No money has been expended under this arrangement. That satisfactory evidence might be had, both of the fitness of the vessel and its value, directions were given to Mr. Eckford, of New York, and Mr. Hartt, the naval constructor at Brooklyn, to examine it, and report on these points. Their report fixes the value at \$10,000. I cheerfully discharge my obligation under the agreement, by an earnest recommendation that Congress authorize the price to be paid. Should this not be done, the vessel will be returned.

Measures have been taken to procure information of the present state of knowledge in our country, on the subjects pointed out in the resolution, from our citizens who have been employed in the navigation of those seas, and who possess information derived from experience, which is confined very much to themselves and their log-books and journals. An agent has been usefully and successfully engaged in this object, and has found few obstacles thrown in his way. Those who have been most acquainted by business and interest with that portion of the globe, feel the deepest solicitude for the success of the enterprise. The expedition will be enabled to sail with better guides than are usually possessed by those who embark in similar undertakings.

With a view to give the most useful character to the enterprise, it is important that persons skilled in the various branches of science should partake in it. Correspondence has therefore been held with scientific men, and some selections have been made, and others are now making, by the department, of astronomers, naturalists, and others, who are willing to encounter the toil, and

will be able to bring home to us results which will advance the honour and promote the interests of the nation.

The resolution was understood to authorize the use of the naval appropriations to furnish facilities for the expedition; and they have been used for all those objects which come within the terms in the bills of appropriations; as pay, subsistence, instruments, books, &c. But there are indispensable objects, which do not come within any of the items in the bill, and for which provision is required. A bill on the subject was reported by the naval committee at the last session of Congress, and placed on the list of business to be acted upon, but was not reached before the close of the session. Its passage is necessary to accomplish the purposes designed by the resolution. It does not seem proper to detail the "facilities" which it is the intention of the department to afford. One of them should be a vessel to carry provisions, in order that, upon the arrival of the expedition at the scene of operations, the exploring vessels may be supplied in such a manner that they may not be driven from their employment at too early a period, and that they may subsequently, from time to time, be further supplied from distant stations, so that no cause but the elements may arrest their labours: but they may at all times and seasons be at liberty to pursue their investigations without interruption. Other and obvious uses may be made of such a vessel, in the relief which it will afford should disease or death make serious inroads on their numbers. A vessel suited to this object is within the control of the department, and will either be chartered or purchased, as the means afforded by Congress may permit. The importance of the expedition, in all its aspects, and especially in its commercial relations, has augmented, in the view of the department, by all the inquiries and investigations which have been made; and an anxious desire is felt that nothing should be omitted which can tend to its ultimate success.

[No. 9.]

LETTER FROM THE SECRETARY OF THE NAVY,

TRANSMITTING A

REPORT OF J. N. REYNOLDS,

IN RELATION TO

ISLANDS, REEFS, AND SHOALS,

IN THE PACIFIC OCEAN, &c.

JANUARY 27, 1835.—Referred to the Committee on Commerce.

NAVY DEPARTMENT, January 24, 1835.

SIR: I have the honour to send herewith an original report of J. N. Reynolds, Esq., dated the 24th of September, 1828, describing certain islands, reefs, and shoals in the Pacific ocean, &c., and which is presumed to be the report called for by the resolution of the house of representatives of the 23d instant, and referred to as dated the 9th October, 1829. When no longer required, it is respectfully requested it may be returned.

I am, very respectfully,

Your obedient servant,

M. DICKERSON.

HON. JOHN BELL,

Speaker of the House of Representatives.

CITY OF NEW YORK, September 24, 1828.

To the Hon. SAMUEL L. SOUTHARD, *Secretary of the Navy.*

SIR: In obedience to your request of June 30, I repaired, without delay, to New London, Stonington, Newport, New Bedford, Edgartown, Nantucket, and other places where information

might be found of the Pacific ocean and South seas. The whaling captains were ready to communicate such knowledge as they had treasured up or recorded in their numerous voyages. The owners of the whale-ships were equally anxious to do all in their power to assist me in the object of my visit to them. In these places, the navigators are certainly better acquainted with those seas than any other people in this or any other country can be. The information had, in some measure, been gathered in gross, but without order or much arrangement; and I had to go over the whole ground, and examine at Nantucket every individual navigator of those seas who could be found at home, with their log-books, and journals, and charts. The doing of this, and putting the intelligence into such form as might save you much time in reading, was a work of no trifling magnitude, which I mention only to excuse the delay of this report. It was pleasant for me to find that all I had heard before was confirmed by a long train of witnesses, and every calculation I had previously made fell far short of the truth.

The first objects of my inquiry were the navigation, geography, and topography presented by the whole range of the seas, from the Pacific to the Indian and Chinese oceans; also, the extent and nature of our commerce and fisheries in these seas.

The whole number of vessels in the whale-fishery, with those engaged in the sealing business, far exceeded the number I had given in my communication to the naval committee, and their tonnage was much greater. There are at least two hundred ships employed, being on an average of two hundred and seventy-five tons; some as large as five hundred, and others under two hundred tons. The average length of their voyages, taking one hundred and seventy-eight voyages, from 1815 to 1824, was twenty-nine months, and the average cargo of oil from the same ships was exceeding seventeen hundred barrels. But it should be observed that the ships are now generally larger than they were formerly,

the small ones being sold out of the fleet, as the whalers call their ships, or broken up from decay and age. The length of their voyage is naturally increasing, from the fact that our whalers are traversing new seas for the whale, sometimes doubling the Cape of Good Hope, and taking an eastern direction, meeting their brethren of the same pursuits who have doubled Cape Horn, while the latter sail over the ground in an opposite direction which the former had just traversed.

The crews of these ships, I found from general inquiry and a close inspection of their log-books and journals, are remarkably healthy. What sickness they have is from the scurvy, a disease incident to long voyages, and which is avoided only by the utmost care and the frequent use of fresh provisions. The whaling-ships are provisioned with beef, pork, and bread, for three years; but they never exceed three months on their whaling ground without recruiting themselves with fresh provisions from some neighbouring island. The utmost care is taken in fitting out these ships with many delicacies; and it is a general remark among whalers, that they live better at sea than on shore. Tea, coffee, and chocolate, are freely used as anti-scorbutics. These vessels are navigated with the utmost caution. Two men are constantly placed at mast-head, as sentinels; for many of the islands, rocks, and reefs, are not laid down in any chart; and those laid down or not are many of them so low that this precaution is indispensably necessary for their safety. From this precaution, many rocks, reefs, and islands have been discovered by them, and pretty accurately noted. The whalers are much advanced in mathematics and practical navigation beyond other navigators: for, on their long voyages out and home, the most intelligent officers assist the younger in their mathematical and nautical studies; and thus schooled, all come home improved in their branches, distinction in them being the direct road to preferment. The scarcity of the whale on the common whaling ground may be

easily accounted for, when it is understood that it takes about ninety whales, as they average, to make a full cargo, and that from this calculation our own whalers take about eight thousand a year, and, from a moderate calculation, more than two thousand are mortally wounded that cannot be taken, making ten thousand a year destroyed by us. I have stated these particulars to show how necessary it will be to explore new grounds in higher southern latitudes for the right whale, when the sperm whale become scarce in the equatorial regions. And, from the accounts I have received, there is an immense extent of ocean in the high southern latitudes westward, of which there is no account given; and if there be any, but little more is known than this, that the geographer has marked it on his maps and charts with a sweeping hand, to fill up the mighty space of which the world is as yet ignorant, and will long remain so, if the enterprise of our government does not explore it.

I shall now proceed to give you a list of the discoveries of our enterprising and careful navigators in those seas, in as tabular a form as may be consistent with a clear view of the extent and importance of these discoveries. The English charts, and those of other countries, are as yet very imperfect. Much of their information has been obtained from loose accounts from whalers, who were careless in some instances, and forgetful in others, and which were seized with greediness by the makers of maps and charts, in order to be the first to make these discoveries known. But, perhaps, it does not become us to be hypercritical upon other nations, as we have as yet no maps or charts of our own to compare with them.

From all the accounts I have received of the islands, reefs, rocks, &c., in these seas, I draw the inference that most of them are of volcanic origin, and have arisen, in the lapse of ages, in groups or single islands, as it has pleased the great Creator of the

universe to call them into existence; and by the same great engine of nature they may be constantly changing.

The information I have collected, if not perfectly accurate, is certainly the most so that can be found. It has been drawn from purely original sources; nothing has been received at second hand. I have examined the log-books, journals, maps, and charts of the navigators themselves, and in most cases have questioned them personally. Many of these facts have been received from several quarters, and I have had opportunities to compare them with others that have been offered before. Nantucket often had confirmed the information from New Bedford, and vice versa. When the individuals were equally good in point of intelligence, and their statements in any way differed, I have given both accounts; but if there was a decided difference in the intelligence of the authority, I have adopted that which was held in the most general estimation.

Some of those whom I have examined, whose voyages were of very recent date, or were connected with a train of remarkable facts, I have considered separately, and have given their statements as made to me verbally, or have taken extracts from their journals, without placing their discoveries under the general heads. Their brief statements of the most recent date will show most distinctly that the field for discoveries is still prolific, and that there will be a sufficiency of subjects in those seas to employ the enterprise of our country for many generations to come.

The currents have in many instances been given; and from all I could gather from the statements made to me, they are caused by the winds rather than from any motion of the earth, and of course are perpetually varying in such a manner that but little reliance on the experience of any one can be placed. The variations of the needle I did not find noticed by many of the navigators. Captain Swain, of Newport, has noticed the variations in

some latitudes, which will be given in this report. There is one fact worthy of remarking, which I obtained from the most experienced navigators, which is, that in all their voyages round Cape Horn, from the first commencement of their entering the Pacific until the present day, not a single vessel has been wrecked or lost in doubling the Cape; and these navigators sail from home whenever they are ready, without the least regard to the season of the year: still, however, all agree that March and April are the best months to double the Cape, as fresh gales are then frequent without dangerous storms. I noticed, from their log-books and journals, that they reach the most dangerous parts of the Cape navigation in about ninety or one hundred days from our shores.

ISLANDS AND REEFS.

	North latitude.	West longitude.	
Galago island - -	1° 48'	104° 06'	Not on the charts.
Fanning's do. - -	3 49	158 29	The centre of Fanning's island lies in 3° 52' N., and 158° 56' W., by lunar observation and chronometer. It is a lagoon island, the land about 5 ft. above the surface of the water. Cocoa-trees, 60 or 70 feet in height, are on it. The remains of a stone hut, about 12 feet square, and in it human bones, stone hatchets, and blackfish-teeth, with holes drilled thro' them. Some parts of the land had been cultivated, as appeared by the gardens, fences of stone, &c., remaining.—The island is about 40 miles in circumference; the mouth of the harbour 30 rods in width on the south side; soundings, going in, from 3 to 7 fathoms: there is a good harbour under the eastern point. The Lion was lost on a reef which makes off to the south from the entrance of the harbour, on the starboard hand going in. The tide ebbs and flows about 5 feet, and in its strength runs 6 to 7 knots out and in. Deep water all round the land close in. About 90 miles distant is Washington's island.
By others 3° 44' and 159° 6'; also, 3° 50' and 158° 45'.			
Washington's island,	4 30	126	

ISLANDS AND REEFS.

	North latitude.	West longitude.	
By others 4° 50' and 160° 30'			
Island, - - -	6° 36'	166°	
Barber's island, -	8 54	178	
Also, 8° 33' and 177° 59'.			
Reef, - - -	10	179 24'	Not on the charts.
Clipperton's rock, low island.	10 28	109 19	
Island, - - -	11 33	164	Not on the charts.
Do. } probably	13 06	168 24	
Do. } the	13 06	166	
Do. } same.	13 19	168 55	
Shoal, - - -	14 44	170 30	
Do. 13° 32', the same long.			
Gaspar's island, -	15	176 18	On the charts, in 176° 18' E.
By some in east long.			
Island, - - -	16	133	
A cluster, from -	16 to 17	and 133 to	136°
Roca coral, - - -	16 12	136 12	
Island, - - -	16 15	133 30	
Do. - - -	16 30	163 54	
Do. - - -	17	136	
New Blada, - - -	18 12	114 03	Probably Cloud's island.
Island, - - -	18 22	155 15	The situation given this isl- and is only about 40 miles southeasterly from the most southern point of Owyhee. Doubtful
Shoal, - - -	18 22	170 30	Not on the charts.
Clarion's island, plenty of wood.	18 23	114 45	Another situation for Cloud's island.
Island, - - -	19 15	166 52	Perhaps another situation for Mallon's island, which is found on the charts.
Do. fresh water.	19 22	115 15	See Cloud's island, 2 lines below.
Mallon's island, -	19 23	165 23	
Cloud's do. -	19 46	115	See above. So many dif- ferent situations are as-

ISLANDS AND REEFS.

	North latitude.	West longitude.	
			signed to an island or islands in this neighbourhood, that it would seem desirable that the true latitude and longitude should be accurately determined. There are, in fact, two islands on the charts, near this situation.
Copper do. -	20° 6'	131° 54'	Placed on the charts in east longitude.
Island, - - -	21	176 30	Near Krusenstern's rock, which is placed on the charts in lat. 22° 05', long. 175° 40'.
Shaler's island, -	22 06	112 14	Not on charts. Doubtful.
Massachusetts island.	22 28	177 05	Placed on the charts in 28° 30' N., 176° 40' W.
Henderson's island, fresh wat'r	24 06	128 30	Not on charts. By others in 24° 26'.
Reef, shoal, - -	24 14	168 35	Two Brothers lost on it.
Pollard's island -	24 48	168	
Gardner's do. -	25 03	167 40	
Cooper's do. -	25 04	131 26	
Maro's reef - -	25 24	170 12	
By others 25° 48'			
and 170° 52';			
also, 25° 28'			
and 170° 20'.			
Island - - -	25 22	131 26	A repetition of Cooper's island.
Laysan's island -	25 50	171 51	
Also 26° 2' and 173° 40'.			
Group, Pearl, and Hermes, British whalers, lost in 1822.	27 46	176 or 176° 30'	
Bunker's island	29	173 30	
Island - - -	28	176 50	
Cure's island, low and dangerous.	28 25	178 42	

ISLANDS AND REEFS.

	North latitude.	West longitude.	
Swift's island, (Otter island.)	33°	119 06	
New Nantucket	11	176 20	Not on charts.
St. Berto island, wood & water.	18	110	
Island - - -	13 06	168 24	
Reef - - - -	3 28	157 59	
Shoal - - - -	13 38	170 30	
Island - - -	13 05	168 21	Same as third above.
do. - - - -	20	151 30	Not on charts.
Wake's island -	16 49	169 40	Here wrong placed.
Shoal - - - -	13 36	170 30	
Ann's island - -	13 05	168 21	
Week's reef - -	16 49	169 40	See third line above.
	North latitude.	East longitude.	
Reef - - - -	1°	179°34'	
Strong's island -	5 23	163 10	An island, called Teyoa, is placed on the charts in latitude 6° N. 162° 35' E.
Group - - - -	9 05	164 37	A group of islands is found on the charts, in the same latitude 166° E.
Catharine island	9 08	166 10	
Aricief's island -	9 18	161 18	Island de Arresites is found on the charts in lat. 10° N., long. 160° 30' E., and the island Casbobas 9° 40' and 161° 50' E.
Reef - - - -	10	179 24	This reef is placed, in a preceding part of the list, in 179° 24' W.
Island - - - -	16	171 42	Not on charts.
Cornwallis's isl- and.	16 48	169 22	
Tarquin island -	17	160	Not on charts.
Folger's do. - -	18 22	155 15	Not on charts.
Granger's do. -	18 58	146 14	
Reef - - - -	17 06	156 14	

ISLANDS AND REEFS.

	North latitude.	East longitude.	
Halcyon island, wood. - - -	19°06'	163°33'	
Week's or Wil- son's island. -	19 21	166 55	Wake's island.
Island - - -	20 30	152 50	Reef on chart.
Lamira - - -	20 30	166 42	Placed on chart in 164° 15'
Reef - - -	21 05	136 48	
Peru island - -	21 12	141 42	
Reef - - -	22 07	142 24	
Dexter's island	23 24	163 05	
Marcus island -	24 18	153 42	Probably Island de Sebas- tian Lobos, placed on chart about 55 miles to the north, same longitude.
Island discovered by R. Weeks.	24	154	Probably same as preceding.
Island - - -	25 12	131 36	A rock "seen by Captain Bishop, in 1796," is placed on the charts in lat. 25° 20' N., long. 131° 55' E.
Reef - - -	25 30	152 50	Not on the charts.
Forbes's island	25 42	131 13	
Island - - -	25 53	131 17	
do. - - -	26 05	131 52	
Lasker's island	26	173 24	Reef on chart.
Reef - - -	26 06	160	Not on chart.
Tree island - -	26	145 44	Placed on the charts, lat. 27° to 27° 30' N., same longitude.
Island - - -	28 30	176 50	Perhaps Massachusetts, here wrongly placed in east, instead of west longitude.
Calunus island	28 53	162	
Island, - - -	29 26	143	} Three of these islands are on the charts, and another, (St. Thomas,) in lat. 30° 20', long. 142° 20'.
Do. - - -	29 40	143 06	
Do. - - -	30	143	
Do. - - -	30	144 24	
Do. - - -	30	141 30	
Ganges island, -	30 45	154 25	An island is on the charts, in lat. 31°, long. 155°; no doubt intended for same.

ISLANDS AND REEFS.

	North latitude.	East longitude.	
Ganges island, -	31°	147°10'	Not on charts.
Reef, discovered by R. Weeks.	31 15'	153	This reef is placed on charts in lat. 33°, same long.
Island, - - -	31 30	140	Not on charts.
Reef, near - - -	32	147	Not on charts.
Roca di Plata, -	23 48	160 48	Roca di Plata is found on the charts in lat. 32° 30' N., long. 170° E.
Bank, 64 fathoms,	34 25	178 30	Mellish's bank.
Starbuck's group,		173 30	No latitude given.
Reef, - - - -			N. E. from Robert's island, (one of the Marquesas,) distant 21 miles; 6 miles long, from N. E. to S. W.
Magus shoal, -	22 22	130 11	Not on charts.
Reef, - - - -	1	178 24	On charts, but placed in 179° 24'. See also forward, 13th item, where the same longitude is given.
Reef, - - - -	20 30	152 50	
Island - - - -	17	176 50	Not on chart.
Talsam's island -	9 30	166 45	Not on chart.
Reef, - - - -	2 30	158 60	Not on chart.
Island, - - - -	21 15	145 48	Not on chart.
Rock, - - - -	31 09	138 29	Not on chart. Doubtful.— See 10th item forward.
Island, - - - -	30 33	139 36	Very near the situation of To- dos los Santos on charts.
Abyos island, -	23 22	130 11	The same latitude and lon- gitude as given (in the 9th item preceding) to Magus shoal. Abajo island or shoal is found on charts in lat. 20°20', long. 130°10'.
Reef, seen by Captain Trask.	2 40	178 50	Not on charts.
Reef, - - - -	2 30	153 50	Not on charts.
Island, - - - -	21 15	145 48	Same island given in the 6th article preceding.
Reef, - - - -	22 12	142 42	
Do. - - - -	1	179 24	

ISLANDS AND REEFS.

	North latitude.	East longitude.	
Three islands, -	26°03'	145°44'	See Tree island, preceding.
Reef, - - - -	31 4°	141 10	Not on charts.
Do. - - - -	31 69	139 29	Not on charts. See 9th item preceding. Todos los San- tos is placed on the chts. in lat. 30°45', long. 139°22'.
Spartan island, -	1 10	159 30	Not on charts.
Moore's island, -	30S	166 35	High land, well inhabited.
Reef, - - - -			30 miles from Pelmore's isl'd; very bad one. Longitude taken in a strong current.
	South latitude.	West longitude.	
Bunker's shoal, -	17'	160°40'	
Island - - - -	26	159 50	An isl'd, called Jarvis' island, and a shoal or reef seen by Captain E. Clark, are placed very near this situ- ation on the charts.
Do. - - - -	1°05	138 54	Not on charts.
Brock's island, -	1 13	159 30	
Clark's island, -	3	151 30	
Island, - - - -	3 14	170 50	Birney's island, in lat. 3°20', long. 171° 30' W.; and
Do. - - - -	3 33	173 40	Sidney's island, in lat. 4°
Do. - - - -	3 35	170 40	25', long. 171°20' W., dis- covered by Capt. Emmert, will be found on the charts.
Sidney's island, -	4 30	171 20	
Island, - - - -	3 57	154 20	Maldone's island, of Lord Byron, placed on the charts 155° W.
Reef, - - - -	5 30	175	Not on the charts.
Starbuck's island, -	5 40	155 53	
Loper's island, -	6 07	177 40	Not on the charts.
Island } probably	6 32	167	An island is on the charts, in
Do. } the	6 36	166	6° 36', long. 166°.
Do. } same.	6 45	160 48	
Island - - - -	10 05	162 20	Reirson's island and Hum- phrey's island, discovered
Do. - - - -	10 30	161 28	

ISLANDS AND REEFS.

	South latitude.	West longitude.	
Reef, - - - -	10°46'	136°06'	by Captain Patrickson in 1822, are placed on the charts in lat. 10° 30'—160° 55', and 10° 12'—160° 50'. A shoal is also laid down in lat. 11°—165° 48', and an island in lat. 10° 55'—166° 00'.
Island, - - - -	11 47	162°	
Winslow island, inhabited.	14 10	177 10'	
Island, - - - -	15 38	161 18	Not on charts.
Do. Simms - - - -	15 47	161 14	Not on charts.
Do. - - - -	16	139	Not on charts.
Do. Lowsons - - - -	16 28	143 30	
Do. - - - -	17	138	
Do. Rees - - - -	20	167 30	
Macy's island, - - - -	20 52	178 47	} On chart with other names.
Elizabeth island, - - - -	21 06	178 36	
Eunice's island, - - - -	21 08	178 47	
Raratongo, inhab- ited.	21 17	159 40	} Orurute island (inhabited) is placed on the charts in lat. 21° 20' S., long. 160° W. No doubt the same.
Armstrong's isl'd, inhabited.	21 21	161 04	
Maria's island, - - - -	21 45	155 10	Not on chart.
Oeno island, - - - -	23 57	131 05	Laid down on the charts as discovered by Capt. Bond, in long. 131° 35' W.— Capt. G. B. Worth found it in 23° 57' S., 131° 05' W., about 80 miles N.W. by N. of Pitcairn's island, with a dangerous reef ex- tending from the S. point.
Elizabeth island, By others 24° 26', and in E. long.	24 06	127 50	
Anderson's isl'd,	24 21	128 30	Probably the same as Eliza- beth island, placed on chart in 24° 30', long. 128°.
Pilgrim's island, - - - -	24 40	104 40	
Group - - - -	25 12	130 30	If this group exists, it must

ISLANDS AND REEFS.

	South latitude.	West longitude.	
Gwinn's island, -	26°25'	105°30'	be a few miles only south of Pitcairn's island. Very doubtful.
Island, - - -	28 06	95 12	Another situation for Pilgrim's isl'd.—Ya de Salas y de Gomes, of the charts.
Group, - - -	31 06	129 30	Not on charts. Doubtful.
Rock, - - -	51 51	64 42	Not on charts.
Sidney's island, -	4 29	172 17	Not in the Pacific.
Cocoa-nut island and reef.	18 12	174 15	See p. 47, where it is placed in 4° 30', and 171° 20'.
Mary Balcout's islands.	2 47	171 58	Not on chart. If correctly placed, must be between Amagura and the Mayor-ga islands. See chart.
Bryon's island, -	1 10	175 40	Surrounded by a reef twenty leagues in circumference, with only four openings where boats can enter.
Island - - -	20	167 30	Placed on the charts in 1° 10' S., and 177° 12' E. A reef on the north end, two miles distant.
Clark's reef, - - -	1 13	159 45	
Island, - - -	21 29	131 28	Not on chart.
Shoal, - - -	1 15	159	} Very near Clark's reef: probably the same.
Reef, - - -	1 32	160	
Island, - - -	11	162	} Very near the situation of Reirson's & Humphrey's isl'ds. See p. 47, and also account given by Captain Coffin, of ship Ganges.
French island, - - -	10 30	162 15	
Francis' island, - - -	10	161 45	
Reef, - - -	1 15	159 42	Clark's reef. See above.
Island, - - -	20	157 30	
Island, - - -	20	161 30	
Falcon's island, - - -	21 17	159 40	
A large island, - - -	19 56	140 16	Thirty miles north and south.
Do. round, - - -	18 36	141 30	An island, called Sostanges, about 36 miles squthwest-erly of this, is placed on

ISLANDS AND REEFS.

	South latitude.	West longitude.	
			the charts, as discovered in 1823.
Starbuck's island,	6°54'	155°47'	} These two islands, with Mary Balcour's island, given before, in nearly the same latitude and longitude, are probably the same as Birney's island.
Phenix island, - small and sandy, three miles in circumference.	2 35	171 39	
Barney's island, a lagoon, 20 miles in circumference.	3 09	171 41	
Two reefs, - -			
Independence isl.	3 36	144 35	Bearing N. N. E. from Kep- pel's isl'd, 28 miles, about a cable's length apart.
Sarah Ann, - -	4	154 18	Not on charts.
			Probably the same as Mal- done's island, placed on charts in 155°.
Fenua Laosa Oroa	W. N. W.	from	Mopelia, about 60 miles.
Gardner's island,	4°30'	174°22'	Not on charts. Discov'd by Capt. Coffin, ship Ganges.
Coffin's island, -	31 13	178 54	Not on charts. Discov'd by Capt. Coffin, as above.
Ganges island, -	10 25	160 45	} Onch'ts. Seen by Capt. C. Do. See Capt. Cof- fin's printed account.
Do.	10	161	
	South latitude.	East longitude.	
Nederlandich isl.	7°10'	177°33'	[account. Not on charts. See printed
Tracy's island -	7 30	178 45	Not on charts.
Mitchell's group,	9 06	179 48	} Probably one of Mitchell's Plasket's island,
Plasket's island,	9 18	179 50	
Independence isl.	10 25	179	Not on charts. [group.
Island, - - -	10 45	179 35	Not on charts.
Hunter's islands,	15 31	176 11	
Reef, & 160° 14'	23 48	164 14	
Do. - - -	26 06	160	
Island, - - -	31 19	160 42	
Reef, - - -	26 06	160	} Repetition of reef giv. above.
Do. - - -	21 15	160	

ISLANDS AND REEFS.

	South latitude.	East longitude.	
Island, - - -	30°33'	139°36'	Inland, on New Holland.
Moore's island, -	30	166 35	See page 47, with Spartan island and reef.
An island, with plenty of wood and water.	from 1° N. to 2° S.	125 06	
Island, - - -	30°06'	144 24	
Do. - - -	29 31	143	
Do. - - -	31	155	
Lydne's shoal, -	3 20	146 50	
Ocean island, -	41	170 48	
Do. - - -	2 30	152 40	
Reef, - - -	1 40	159 30	
Do. - - -	8 30	144 45	
	South latitude.	West longitude.	
Island, - - -	21°59'	131°38'	
Do. - - -	5 01		
Sherdoff's island,	14 41	144 59	
Reef, very low, -	5 33	170 50	
Island, - - -	4 45	174 40	
Do. - - -	14 15	138 47	
Reef and island,	14 57	144 26	
Island, - - -	14 41	144 59	
Jarvis's island, -	23	160 15	
Malden island, -	3 59	155	
Mante island, -	20 08	157 18	
Starbuck's island,	5 58	155 58	
Island - - -	28 06	94 12	
Do. - - -	9 57	149 30	
A rock, - - -			Bearing from the Diego Ra- mirez, N. 73° E. 30 miles.
A rock, - - -	31 24	177 55	
Island of Oratou,	20 14	159 46	Well inhabited.
Island, - - -	19 56	158 12	
Do. - - -	20	157 15	
Rorotong island,	23 06	157 55	
Remitara island,	22 30	152 08	Inhabited.

ISLANDS AND REEFS.

	South latitude.	West longitude.	
Island - - -	15°50'	155°05'	
Do. - - -	8 35	159 40	
Do. - - -	20	156	
Do. - - -	20	156 40	
Do. - - -	22 32	152 09	[159° 40'. Probably Falcon's, 21° 17',
Do. - - -	21 18	159 36	
Do. - - -	21 28	161	
	North latitude.	East longitude.	
Helicon's island,	22°28'	177°05'	
Gasper island,	15	176 18	
Reef, - - -	2 30	153 50	
Island, - - -	21 15	145 48	
Cooper's island,	21 48	131 48	
Island, -	3	144 24	
Rock, - - -	31 42	136 29	
Island, - - -	30 33	139 36	
Allegos island,	23 22	120	
Island - - -	1 07	155 10	
Do. - - -	2 46	154	
Do. - - -	5 18	163 12	
Do. - - -	8 54	165 38	
Do. - - -	17	156 18	
Three rocks, -	31 15	153 40	
	North latitude.	West longitude.	
Buckle's island,	28°	178	
Island, - - -	21	176	
Golconda's isl'd,	54'	132	
Island, - - -	1 06	139 05'	[wooded.
Burick's, - - -	15 15	146 46	A chain of islands so called ;
Islands, - - -	11 11	190 09	A chain, 25 miles fm N. to S.
Ocean island,	28 25	177 42	
Allen's breakers,	25 30	170 30	
Island - - -	28 05	95 12	
Mellish's bank,	34 25	181 31	64 fathoms.
Cloud's island,	19 46	115	
Lassion's island	26 02	173 35	

ISLANDS AND REEFS.

	North latitude.	West longitude.	
Island, low, -	10°08'	189°04'	3 miles in length.
Group, largest Oteda.	9 28	189 44	
Island, - - -	4 44	163 39	
New island, - -	19	133	
Wreck reef, - -	16 49	169 40	
Island, - - -	30	178 30	
Do. - - -	16 30	169 45	
	North latitude.	East longitude.	
Massachusetts island.	30°	178°30'	Mentioned in three or four other places, differently situated.
Island, - - -	20 20'	155 24	
Reef, - - -	31 42	141	
Three } from islands, } to - -	25 58	145 28	
Guardian isl'ds, 3.	36 30	158	
Incarnation of Quiros.	22 30		350 miles N. E. of Ono.
Henderson's isl'd,			N. N. W. from Pitcairn's island, distant 90 miles.
Bowen's islands,	26 44	143 20	110 miles E. of Pitcairn's island, and 7 miles S.
Group of small low islands.	4 43	169	Dangerous.
Group of low islands.	8 03	166 15	In form of a horse-shoe, open at the N. N. E. side, with a harbour, 8 or 10 miles over in the middle of the chain.
	South latitude.	West longitude.	
Ellis' group of isl.	8°27'	118°04'	Covered with wood, and surrounded with rocks and reefs; inhabited.
Depeyster's isl'd,	8 05	181 45	
Island, - - -	14 15	138 47	
Romanzoff's isl'd,	14 57	144 28	
Island, small, -	26 40	104	
Island, - - -	26 32	103 59	
			Low, rocky, barren; two and a half miles long by two in width, with a deep bay.

Captain Edmund Gardner, of New Bedford, having visited the Pacific ocean (both North and South) several times, gave his opinion as to the coasts and islands which it would seem more immediately necessary to explore and survey, viz.:—

CALIFORNIA.

This coast has been very imperfectly surveyed, particularly from Ceros island, south, to the end of the peninsula. From Ceros island, north, was partially surveyed by Vancouver. There are, however, many bays, harbours, islands, and reefs, that were not laid down by him. There has lately been a reef discovered by Captain Pease, of the ship *Hesper*, of this port, in lat. $32^{\circ} 34'$ N., long. $119^{\circ} 34'$ W., which was not seen till the ship was passing over one end of it. It was seen from the mast-head, nearly under the ship. They sounded on it, and found from two and a half to sixteen fathoms.

Northwest to westnorthwest from the Sandwich islands, (a track much frequented by our whaling-ships,) there are a number of islands and reefs but imperfectly known. In this direction three ships have been lost, viz.: *Two Brothers*, of Nantucket, and *Hermes* and *Pearl* of London. He should consider this track one of the first that should be explored.

The next that would call the attention of the expedition would, in his opinion, be a track, north and west—perhaps more north than west—from the Ladrone islands to the islands of Japan, a chain of islands extending nearly across in this direction, and the true situation of which is very little known.

Southsouthwest from South island, near the coast of Japan, Captain Clark, of the bark *Elizabeth*, of New Bedford, discovered a reef, lat. $31^{\circ} 45'$ N., long. $137^{\circ} 50'$ E., *The Sisters*, of London, in company at the time.

A rock, called the *Haystack*, said to lie in lat. $29^{\circ} 58'$ N., long. $137^{\circ} 50'$ E., has also been recently discovered. The lati-

tude is possibly correct; the longitude is given differently by different navigators.

Extracts from the Log-book of Captain George Rule, of Nantucket.

— Made an island he discovered in 1823, and named it Lydra island, lat. $11^{\circ} 48' S.$, long. $164^{\circ} 47' W.$ No inhabitants; plenty of wood and fish, but no water that he could find; not laid down in any chart they had; one and a half miles southsoutheast to northnorthwest in extent; a reef around it one hundred rods from shore; no bottom one hundred yards from the reef.

—, 1824. Made Friends' rock, bearing half compass west half south, distance four leagues from above, at one A. M. At noon it bore south, distant twelve miles, lat. $31^{\circ} 23' S.$ Next day, discovered a reef, upon which the sea breaks high, at first thought to be whales breathing. It bears from the Friends' rock northwest, distance about four leagues. Latitude of reef, $31^{\circ} 15\frac{1}{2}'$; the day previous, the longitude, by chronometer, $177^{\circ} 50' W.$

Bonin islands have had a place on the charts for some time; but little—indeed, nothing—was known of them, except that land had been reported in that neighbourhood, and some mapmaker put it down on his charts. They are regarded as new discoveries in Nantucket, made by Captain Coffin, 12th September, 1824, while he commanded the ship *Transit*, from Bristol. There is a freshness in the account he gives of them that is really interesting; and he may, with some justice, claim the honour of the discovery, as they were not laid down on his charts. He found the group to consist of six islands, besides a number of large rocks and reefs. Captain Coffin sailed in the employ of Fisher, Kidd, and Fisher; and, in honour of his employers, called two of the islands by their names, the largest of which is four leagues in length. The one most southern of the group he called South island; and the fourth, from the great number of pigeons he found on it, he named Pigeon

island. About four miles eastnortheast of South island, lie two round high islands, to which he gave no names. Fisher's island lies from southsoutheast to northnorthwest, and Kidd island, the most western of the group, lies southeast from the northwest part of Fisher's island. Between the two last-mentioned islands there is a beautiful clear bay, two miles wide, and five miles up to the head. Captain Coffin sailed up this bay about four miles, where he found a fine small bay, where he anchored his ship; and, as he remarks, there is some justice due one's self, called it Coffin's harbour. This harbour is sheltered from all winds, except from westsouthwest, and a vessel will ride with as much safety as in Hampton roads, with no current or swell. Captain Coffin took fifty tons of water on board, of the purest kind, with a supply of wood, both of these essentials being in any abundance, and more easily procured than at any other place he was at. Turtle and pigeons were so plenty, that any number could be obtained. The water in the bay was stored with a variety of fish, and with plenty of choice lobsters, and the cabbage-tree was among the productions of the island, so that any desirable quantity might be easily procured. Captain Coffin did not discover any quadruped, reptile, or insect, not even an ant. The islands are covered with large and beautiful forest-trees, but not a single mark, even of a knife, could be traced upon one of them; nor did it appear that the footsteps of man had ever been imprinted on any of these islands. For whale-ships, or those bound from Canton to Port Jackson, or the northwest coast of America, they will furnish a valuable place of refreshment. They are about south of Sandown point, on the coast of Japan, and the distance may be sailed in four days. The bay where Captain Coffin anchored is in latitude $26^{\circ} 30'$ north, longitude 141° east.

In the year 1825, the same captain, and while on the same cruise, discovered, in latitude 27° north, longitude $141^{\circ} 10'$ east, a high island, well wooded, from the west side of which he pro-

cured good turtle and wood. Six leagues north of this, he discovered a high lump of an island, and many small ones near it, with a dangerous reef extending from one island to the other, and, as far as to latitude, 28° north. These islands and reef were not laid down on his charts. The navigation of the ocean around, and particularly north of this group, is dangerous, from our imperfect knowledge of it.

From many inquiries made of Captain Macy, about the Loo-Choo island, I am of opinion it will be found well worthy of more minute examination. It is situated in north latitude 26° , and 125° east longitude; is well cultivated; and all kinds of refreshments may be procured, and a good harbour will probably be found on the southwest part. The inhabitants are peaceable, and seem disposed to form acquaintance, and establish a friendly intercourse with foreigners. Vessels have seldom stopped at this island, and the world is yet ignorant of its inhabitants, their peculiarities, &c., except what information may be found in Captain Hall's book, royal navy.

Monmouth island, one of the Baske isles, is thickly inhabited, and well stocked with all kinds of provisions common to the islands in those latitudes. It affords good anchorage on the northeast part. The people on this island wear the Chinese costume, and appear very friendly, and anxious to trade with strangers. The island abounds with sheep; and there are many islands in its neighbourhood, of more or less importance.

A cluster of islands, said to have been discovered in 1716, and laid down on most charts in latitude 35° north, and longitude 146° east, is now considered of doubtful existence. By Captain Coffin's log-book, he has frequently sailed and whaled over the very spot, without being able to see them from the mast-head.

The natives of "New islands," and the surrounding groups, are generally well disposed, and willing to barter in all the productions of the islands. The group of islands between Francisco and Jida

should be more attentively examined. Several of them are well peopled, and the inhabitants, like the Japanese, are reserved, and distrustful of strangers. From the southeast part of New islands, there is a small island, well inhabited with curly-haired people, who appeared a warlike race. This island affords a good harbour, and probably abounds with *biche-le-mer*.

Captain Richard Macy, of Nantucket, a very intelligent man, has long been engaged in the whale-fishery, and has shown more than usual skill in his observations, as well in noting the facts he has seen, as in taking a great many sketches of islands, reefs, harbours, coasts, &c., which will be found very useful to the expedition. Captain Macy discovered an island four or five miles in extent, in south latitude 59° , and west longitude 91° , his ship passing near enough to see the breakers. The island abounded with sea-dogs, or seals, and the water was much coloured, and thick with rockweed. While crossing the Pacific, on a return voyage, he passed between the latitudes 50° and 55° south, and found the water much coloured, abounding with rockweed and seals—conclusive indications that land was near; but he could not stop to make any researches. He mentions the following islands, reefs, and shoals, as deserving particular attention: some of them, it is true, are laid down on the charts, some are not, and all require nearly the same examination. It is not at all surprising that the positions of these islands are not well defined. Their places were often given from observations, without making any allowance for refraction, and from the run of the log, without knowing or stopping to ascertain the direction and velocity of currents. One island, without any name, in $15^{\circ} 45'$ south, and longitude $154^{\circ} 15'$ west; one 16° south, 139° west, not well known; another island, 17° south and 138° west, not named; one island not laid down on any of the charts, nor published in any list of newly-discovered islands, lies in 16° south, and 143° west.

Phillip's island, discovered on his late passage, in $11^{\circ} 20'$ south, and $148^{\circ} 50'$ west, is very low and dangerous, and cannot be seen but at a short distance; lying in the track of our homeward-bound ships, between the Sandwich and Society islands. A few small shrubs and trees are on this island, but no inhabitants.

In latitude $5^{\circ} 30'$ south, and longitude $155^{\circ} 50'$ west, an island was discovered in 1826, and about five miles in length. It lies low in the water, and presents a coast as dangerous as a reef, as it cannot be seen any distance. This island could not be found on any charts, and is a new and interesting discovery, inasmuch as it is an island dangerous to vessels, if not well known.

There are some rocks, and a dangerous reef, in the neighbourhood of $190^{\circ} 50'$ south, and $167^{\circ} 30'$ west.

In June, 1825, an island was discovered, northwest from the Fejee islands, in latitude $15^{\circ} 30'$ south, and longitude $175^{\circ} 30'$ east. This island is not placed on any of the charts, is well inhabited, abounds in yams, and the natives are very friendly.

The island Rotunah is situated in about 12° south. This island has long been known, and deserves attention, as a place where all refreshments known to the South seas can easily be procured.

Due west from this island, and about 15° south, there is a dangerous reef. Its extent and bearing is unknown, and it requires further attention.

Duke of York's island is laid down on the charts in $8^{\circ} 30'$ south, and is said to be uninhabited. Captain Macy says he saw natives on it. This point should be settled, and I venture the prediction that the whaler is correct. The island contains refreshments.

Savage island. The natives are warlike; great caution necessary in landing.

Wytootach and Navigator's islands all contain refreshments, abound in hogs, and the natives are noted for their passionate fondness for large blue beads.

There is an island sixty miles west from the above, and also a reef, the former not inhabited, nor laid down on the charts.

Some islands have lately been discovered, extending from 169° to 172° east, and from 30° to 1° south. These are not named, nor placed on any chart, nor included in any list of newly-discovered islands.

In the year 1827, Captain Macy discovered a small group of islands in latitude 6° north, and 153° east. This group he called by the name of the ship he commanded, the *Harvest*. The islands are all enclosed by a reef, and abound in trees. He did not land, nor does he know if they are inhabited.

In latitude 9° north, and from $150^{\circ} 30'$ to 152° east, there is a chain of islands, fifteen in number. Some of them are ten miles apart, but are enclosed by one reef, ninety miles in extent. These islands are low and beautiful, entirely covered with cocoanut-trees. He did not land, but thinks them inhabited.

Captain Macy visited another group of islands, in $7^{\circ} 40'$ north, longitude 144° east. Some of them are well inhabited, but not marked on the charts.

St. Andrew's islands, per charts, are sixty miles out of the way. Laid down $5^{\circ} 20'$ north latitude, $131^{\circ} 20'$ east longitude. True position, $5^{\circ} 20'$ north latitude, $132^{\circ} 20'$ east longitude.

Disappointment island is placed on the charts in latitude $27^{\circ} 30'$ north, longitude $139^{\circ} 20'$ east. True position, $27^{\circ} 30'$ north latitude, $139^{\circ} 55'$ east longitude.

Armstrong's island was discovered in 1824, and is situated in latitude $21^{\circ} 21'$ south, and longitude $161^{\circ} 04'$ west. This island is fertile, well peopled, and affords a good anchorage to the north, and abounds in refreshments. The natives had never been visited before, nor had they any knowledge of civilized people. They were timid, and much alarmed at the approach of the vessels, showing no hostile appearances. The captain landed with a boat, when the fears of the natives soon subsided, and they gathered

round him in great numbers. They would not allow him to move or walk a step, but carried him wherever he wished to go. They regarded him as a superior grade of being, and paid him every homage they knew how. The number of inhabitants is unknown, and the island has never been visited since its discovery.

In Captain Macy's last voyage but one, he discovered a group of islands, eleven in number. They are many miles apart, and all surrounded by a coral reef, situated in 9° north, and $164^{\circ} 40'$ east. Several of them are well inhabited by dark and savage-looking fellows, although they behaved very well, came off in their boats, and bartered coconuts. Captain Macy did not land, nor is it probable the island has ever been landed on by any other ship's crew. The reef enclosing the group is very dangerous, extending, in some places, fifteen miles from the land.

Broom's range affords a good place for wooding.

Lord Howe's group is inaccurately laid down.

There is a bank, latitude 36° north, longitude 179° east, on which some whalers have sounded, but no one knows its extent and bearings.

Captain Coffin, as stated by Captain Macy, discovered a reef in latitude 32° north, and longitude 140° east.

Sixty miles southwest from Ohituo is a newly-discovered island, thickly inhabited by very friendly natives. Refreshments may be procured at it in any quantity, and good anchorage found.

The same captain, in the year 1824, discovered a group, consisting of three islands, in latitude 21° north, longitude 179° west. The islands are ten miles apart: many inhabitants are seen on them; but he did not land or hold any communication with them, nor is it probable they were ever visited.

Ceno island, in $23^{\circ} 50'$ south, $130^{\circ} 15'$ west, not laid down on the charts, unless it be on some of the late editions.

A group of islands, in latitude $31^{\circ} 06'$ north, and longitude $129^{\circ} 30'$ east, is not accurate on the charts, and the islands are not named.

A number of reefs, situated about 27° south, and longitude 160° east, are dangerous, and should be examined. One more in 24° south, and $164^{\circ} 30'$ east. A dangerous rock somewhere about $27^{\circ} 30'$ south, and longitude $130^{\circ} 30'$ east.

From the Marquesas to 20° south, and to at least 20° north, and from 150° west to 150° east, is a portion of the globe where all our intelligent captains of whale-ships agree many important discoveries may yet be made. Within these limits, there are many islands, reefs, and shoals, not discovered, and many but partially known.

Captain John Gardner, of the ship *Atlantic*, reports the following discoveries, which he made while on his last voyage in the Pacific:—

The first island, in north latitude $8^{\circ} 48'$, longitude $144^{\circ} 35'$ E.

The second do. do. $1^{\circ} 07'$, do. $165^{\circ} 00'$ E.

The third do. a cluster, S. lat. $2^{\circ} 15'$ do. $152^{\circ} 05'$ E.

Also, a cluster of reefs and shoals, extending northnortheast and southsouthwest, between the latitudes of $1^{\circ} 35'$ and $2^{\circ} 15'$ south, and longitude $153^{\circ} 45'$ and $153^{\circ} 15'$ east.

John Weeks, second officer, saw an island in 2° north, longitude 150° east, one mile long, surrounded by a coral reef six miles from shore. This island is low, and abounds in cocoanuts.

Captain George Washington Gardner discovered the following islands, &c., which are not laid down on any of the charts:—

An island, north latitude $30^{\circ} 00'$, east longitude $144^{\circ} 00'$.

One do. do. 39 do. 39

One do. do. 30 do. 44 20

Rocks, do. 31 do. 155

An island, do. 37 do.

On the coast of New Albion:—

An island, north latitude $33^{\circ} 00'$, west longitude $119^{\circ} 30'$.

Do. do. $21^{\circ} 55'$ do. 155 10.

Maria island, not on the charts, abounds with fish and wood, but no water; is low and dangerous.

A rock, in latitude 20° south, longitude $167^{\circ} 45'$ west, not on charts nor any published list; dangerous shoals in the neighbourhood.

Palmyra island is in $5^{\circ} 58'$ north, and $162^{\circ} 30'$ west longitude. There is a dangerous reef thirty miles north, extending eastnortheast and westnorthwest, very narrow, and fifteen miles in length.

Captain R. Joy, of Nantucket, reports a harbour in latitude 45° south, in West Patagonia, in which he found good and safe anchorage. By proper surveys, he thinks it might be made a place of refreshments for our whale-ships.

I have generally remarked that all our seamen who have had occasion to touch at any point on the west of Patagonia, agree that the coast should be surveyed from Cape Horn to Cape Pilares. They have often been sealing on the islands around this coast, and all agree that very little reliance can be placed, by the mariner, in the accuracy of the charts in common use. The shores, in many places, are so bold, that a vessel may be made fast to the trees growing on the land.

Sidney's islands vary, on different charts, from $4^{\circ} 50'$ to $5^{\circ} 30'$. The northernmost is in latitude 3° , and longitude, according to Arrowsmith's charts, $176^{\circ} 50'$. The islands are very numerous; some are very small, from two to three acres; others larger, and one twenty miles in extent.

Again, the captains who have visited Fanning's island, say it affords a good harbour, of four or five fathoms water, and abounds in wood and water, both easily procured. The island is found, by charts, in latitude $3^{\circ} 48'$ north, and longitude $158^{\circ} 40'$ west. Good fish in the harbour and around the island, and peppergrass on the island, good for the scurvy.

The Kingsmills group, lying 1° south, and $175^{\circ} 30'$ east, consists of a number of beautiful islands, all thickly inhabited. A steady current sets westerly from this group.

Captain Joy discovered a barren island and a reef in 23° north, and $177^{\circ} 15'$ west, which has never been surveyed.

Wake's island, mentioned in the above list, in $19^{\circ} 20'$ north, and $166^{\circ} 50'$ east, affords wood in abundance; no water discovered on it, but probably may be found by examining the island.

In 1825 there was an island discovered by the captain of the ship *Spartan*, which bears the name of the ship, (of Nantucket.) It lies low in the water, and is in latitude $1^{\circ} 10'$ south, and $159^{\circ} 30'$ east.

In latitude $1^{\circ} 30'$ south, and longitude $166^{\circ} 35'$ east, there is an island lately discovered. It lies high, is well watered, and is called *Morris's island*. This island lies near the track of Captain Butler, in 1794, and is southwest from *Pleasant island*.

An American gentleman, in a letter from Valparaiso, dated the 10th of April, 1828, to the editor of the *Salem Register*, gives an account of an island which he considers a new discovery. In this supposition he is correct; but it was first discovered by Captain Ray, of Nantucket, in the year 1825. It lies in $26^{\circ} 32'$ south, and longitude $103^{\circ} 59'$ west. The nearest land to it is *Easter island*, in latitude 27° south, and longitude $109^{\circ} 46'$ west.

Captain R. Closly says he never saw but one island inhabited, and not laid down on his chart; and this was in latitude $8^{\circ} 03'$ north, and $166^{\circ} 15'$ east. It is a small low island, covered with wood, and is not to be found on Purdy's large and late edition of charts of the world, published in 1827.

In latitude $10^{\circ} 30'$ north, and east longitude $166^{\circ} 40'$, the same captain discovered a large group of islands, surrounded by many insulated rocks and reefs, and no inhabitants.

Captain Worth informed me that *Grigan island*, found on all the charts north by west of the *Ladrones*, is worthy of some notice. Fresh water may be had at it by digging wells near the southwest side of the island, within a few feet of the beach. Plenty of firewood, of good quality, may be had. Natural productions, cocoa-

nuts, bread-fruit, yams, &c., are found. There is no sounding until near the shore; but, in case of necessity, a vessel may anchor in from twelve to fifty fathoms water: dark-gray sand on the southwest side. There is a volcano in the middle of the island.

Captain Bennett laid down an island in $5^{\circ} 30'$ north, longitude $139^{\circ} 20'$ west. This is near Fanning's island. He called it Madison island.

St. Pert's island. Against the name of this island, Captain Bennett has marked in his log-book; "wood and water." Its position is 18° north, longitude 116° west.

Captain Brigs discovered an island west and north of Sandwich islands, in $25^{\circ} 47'$ north, longitude 172° west. The island is low, with not more than sixty feet, in any part, from the water: three miles long, and two across it.

Captain Edward Gardner, while in command of the whale-ship *Bellona*, discovered an island, in 1823, in latitude $19^{\circ} 15'$ north, longitude $166^{\circ} 32'$ east, which he judged was twenty or twenty-five miles long. A reef appeared to make off from the east end of it, to the distance of two miles, with detached rocks to the west. The situation given is from the centre of the island. "Wake's island" is placed on Arrowsmith's and other charts nearly in the above situation. The island was covered with wood, having a very green and rural appearance.

The island to which Captain Seely proposes to give the name of Beverly island, was probably not, as he supposed, a new discovery. On Purdy's smaller charts of the world, published in 1821, as well as on the previous edition of that chart, an island is laid down in $18^{\circ} 30'$ north, longitude $113^{\circ} 30'$ west, to which he gives the name of "St. Rosa;" and though the longitude differs considerably, I am disposed to believe it is the island Captain S. describes. It is not laid down on Arrowsmith's charts; and it is a little remarkable that, in Purdy's edition of his large chart, published in 1821, and improved in 1825, it is not to be found; nor

has Bowditch any reference to it in his tables of latitudes and longitudes. The island has been seen by some others of our whalers who have cruised in that neighbourhood; and Captain Swain, late of the ship *Charles*, ran near it, and made the longitude $113^{\circ} 30'$ west, the same as given in Purdy's former maps.

On some old charts I perceived an island laid down in the same parallel of latitude, and about 120° west longitude, but which is not found in the best modern charts.

Captain Swain, while passing from Sandwich islands to Cape Horn, ran farther south than usual for whale-ships, and discovered an island in latitude 59° south, and longitude 90° west, covered with snow, and abounding with sea-dogs and fowl. This must be the same island discovered by Captain Macy, an account of which is given before; and this is only introduced to show how practical men tell their plain stories, and, without any previous concert, confirm each other.

Captain H. Bunker, in 1823, discovered an island in $15^{\circ} 30'$ north, and 136° west longitude. Lying to windward, and it blowing strong, he could not get to it to make any observations.

In the same year he landed on an island in $24^{\circ} 22'$ north, longitude $153^{\circ} 18'$ east, by reckoning, not being able to make an observation that day; nor has he visited or heard of the island since.

Captain H. C. Bunker, about three years ago, discovered an island not on his charts; it is called by the natives *Pearotuah*, is three miles from east to west, about twenty miles in circumference, high, mountainous, rocky, and rugged, free from all dangers around it, with two boat-harbours, one northwest of the other, on the northwest side; the land productive. The missionaries had visited it, and Mr. Williams was on it at the time. The natives are estimated at five thousand in number. It is in latitude $21^{\circ} 17'$ south, and longitude $159^{\circ} 40'$ west. There is no trace of this island on Purdy's charts to the latest editions.

Captain S. Chase, of Nantucket, on one of his late voyages, fell in with a canoe containing a number of natives, S. S. W. from the Kings-mills group. They had lost their track, but pointed in the direction they thought they came from. Captain Chase steered to that point, and found the island where they belonged. On going ashore, the islanders gathered round them in great numbers, and conducted Captain Chase to the residence of their chief, who treated him with great kindness, and loaded his boat with fresh provisions. Captain Chase is of opinion that the island had never been visited before, and states it to be a good place for recruiting. The latitude and longitude are not given, nor have I been able to find them among any of the records in Nantucket; the captain, at present being on a whaling voyage in the Pacific.

Penrhyn's island. On Arrowsmith's charts this island is laid down in lat. $9^{\circ} 14' S.$ long. $167^{\circ} 48' W.$, which, by a comparison with Captain Alexander Macy's journal, kept during his late voyage in the ship *Peruvian*, is probably erroneously given on the charts, or Captain Macy has discovered a new island.

On the 21st of July, 1827, Captain Macy discovered land, bearing from W. S. W. to S. by W. 12 miles distant, his ship then heading S. by E. On the following day he saw two other islands, or prominent parts of the island seen the day before, with valleys intervening, (which was probably the fact, as no water could be perceived between them,) lying to the S. and W., the nearest part at four miles distance. This island was well wooded, and found to be inhabited. At 3 P. M. a canoe with five natives, of large stature and ferocious countenances, well armed with spears and clubs, came under the stern of the *Peruvian*, and remained there nearly an hour. Soon after, many other canoes were at the leeward, paddling in a direction as though their object was to intercept the course of the ship. The manoeuvres of the natives appeared so hostile, that Captain Macy made all sail off shore, and at dark saw canoes in chase of the vessel which, however, they

did not succeed in overtaking. Captain Macy supposes, from the appearance of the natives, and the few articles he saw in the canoe which visited the ship, that they have never had an intercourse with, or knowledge of, civilized people. The latitude of the island is $8^{\circ} 52'$ S. long. $157^{\circ} 23'$ W. Whether this be a new island or not, is a subject of curious inquiry; and certain it is, our knowledge of it is very imperfect.

From the account given by Captain Allen, the dangerous reef of rocks near Cape St. Roque is erroneously laid down on the charts. He experienced moderate weather while in the neighbourhood of the island, which subjected his vessel to a strong westerly current, causing her to fall to leeward of the port about 90 miles of latitude. May 24th, land was seen W. S. W. and W. 20 miles, latitude, by observation, $5^{\circ} 24'$ S. Stood in, and at the distance of 10 miles from land tacked off, being 24 miles south of Cape shoals, by the chart. Observed the day following $5^{\circ} 25'$ S., and stood in towards the S. W. and W. S. W., working to windward; and, $4\frac{1}{2}$ hours after, with my position, as per chart, 25 miles south of the shoals, the prominent headlands being precisely as the day before, and judging the same distance off, (10 miles,) while in the act of veering, the vessel struck on the reef, bilged, and filled in three hours; proving, according to my observation, and information subsequently obtained on shore, that the shoals were placed on the chart erroneously 25 to 30 miles; latitude by chart 5° , their true latitude $5^{\circ} 25'$ to $5^{\circ} 30'$. The Cape is also erroneously laid down, authors differing from $5^{\circ} 03'$ to $5^{\circ} 34'$ S. The latest edition of the "American Coast Pilot" places them nearly in their true position.

Captain M. Hart, on a late trading voyage from New York to the Northwest coast, from thence to Canton, and back to New York, via the Sandwich islands, embraced every opportunity in his power to obtain the true position of islands, shoals, rocks, reefs, &c., and the accuracy with which they are laid down in the charts

in common use. The general correctness of his observations, I think, may be relied on, as he is a man of considerable science, of great experience, had on board two good chronometers, and was, besides, well versed in the use of lunar observations. In lat. $15^{\circ} 30'$ N. and long. $123^{\circ} 20'$ W. are laid down the dangerous rocks called "Villa Robos." Captain Hart sailed over the very spot, and saw nothing of them. They no doubt exist somewhere in the neighbourhood, and should be looked after, and their position accurately defined. On all the published charts the island "Gaspar Rico" is laid down in 15° N. lat. and 172° E. long. Smith's island, and also St. Bartholomew's, have the same latitude, and 170° and 164° E. long. Captain Hart ran for these islands, tacked several times, had a number of good observations, and decided to his entire satisfaction that they are not to be found within fifty miles of their positions given on the charts. The island "Pagon" is laid down 25 miles too far to the north. The third Volcano island could not be found in the latitude and longitude given by some navigators. Captain H. ran for the island "Tres Colunas," and came to in lat. 27° N. and 160° E. long., the very position given this island, and, with a clear atmosphere, he could not discover land in any direction from the mast-head, and with the best of glasses. Of course, this island does not exist, or is inaccurately laid down on the charts. "Gold island" is not laid down correctly, as land was not in sight in $29^{\circ} 30'$ N. and $151^{\circ} 30'$ E., the position given on all the large charts.

The information I have thus far communicated has been derived chiefly from our citizens engaged or interested in the whale-fishery. I regret that I am not at liberty to communicate in writing all the interesting facts which I have been enabled to collect from those engaged in the seal trade, or, as they call it, the "skinning business." The occupation of these men leads them into seas and parts of the globe far beyond the common pathway of

the whaler. Their voyages and adventures, too, are of the most daring kind. In small vessels they venture into high southern latitudes, and have actually taken seal, with profit, in some instances, within the south antarctic circle. In the history of the seal-trade, secrecy in what they know, has been deemed a part, and a very important part, too, of their capital. There is nothing more common at this time, than that islands are frequented for animal-fur, and their positions known to no one on board but the captain; and when an island is discovered, the observations are made and noted down by the captain in his private journal.

In frequent and familiar conversations with these practical men, who have spent so many years of their lives in these high latitudes, I have been enabled to draw out a great deal of information in relation to the manner of conducting a vessel with safety through the ice, and the proper season of the year to make the attempt to reach high latitudes, with a world of useful hints and observations of a kindred nature. These I do not deem it necessary to give in detail, but have recorded them in my private notes for future use. I have also been enabled to ascertain, with a good deal of precision, the portion of the southern hemisphere where these attempts to reach a high latitude have always proved ineffectual. And they have communicated to me, also, where their experience has fully shown that vessels may advance with no great difficulty into very high latitudes, if not to the 90th degree itself. From all which, as well as from answers received to a circular letter addressed to many whom I could not see, I have been enabled to make the following estimate :—

That they have been near 70° S. latitude in a few instances, in which latitude they experienced moderate weather, a clear sea, and no land or ice to the south. They all agree that the ice to be met with is first formed and attached to land, and that the greatest impediment to navigation from ice will be found from 62° to 68° S. except in those meridians where they have not been able to go

far south at any time. They have seen lands to the east of the Shetlands, but give no account of any animal or vegetable production on any of them.

The southern part of the New South Shetlands extends farther than any one has yet penetrated. The shores are bold, and in many places afford spacious harbours, which look as if they might extend far into land, like Hudson or Baffin's bay.

The captains who have sailed within the straits of Magellan, all report that, if properly surveyed, it would become the principal passage to the Pacific ocean. They state that the snow-storms are not frequent, nor of long duration, to the south, and generally come with E. N. E. and S. S. E. winds. Currents, among the Shetlands, mostly set N. E. at $1\frac{1}{2}$ and 2 miles an hour.

Captain James C. Swain states that he has been several times in the Pacific ocean, and found the best time to double the Cape in March and April, as then the winds are most variable, and the weather the most pleasant, with but now and then some rain and hail. The highest point of south latitude he made was $59^{\circ} 18'$, long. $67^{\circ} 20' W.$, being then 95 days out. The snow-storms lasted but a short time in that latitude. Short passages are made by keeping near the land. On the 5th of April, he saw birds in lat. $56^{\circ} 20'$, long. $80^{\circ} W.$ The birds were small, and could not have flown far. From the appearance of the water, and from the driftwood, as well as from the birds, he conjectured that land was not far off. He crossed the equator on the 24th of June, in long. $115^{\circ} 22'$ when the variation was 5 degrees easterly. In lat. $7^{\circ} 09' N.$, long., $121^{\circ} 25' W.$, the variation was $5^{\circ} 45'$. In lat. $11^{\circ} N.$, long. $123^{\circ} 55' W.$, and from thence to long. 129° , and to lat. $18^{\circ} 22'$, he saw driftwood, and imagined that land was near. From $33^{\circ} 28' N.$ lat. and on $144^{\circ} 50' W.$ long. to 153° , the variation was about 10 degrees. He says it does not answer to come from high to low latitudes until October. In lat. $23^{\circ} 25' S.$, long. $52^{\circ} 50' W.$, he saw an island, called by the natives "Remat." It

appeared to be about 15 miles in circumference, not then laid down in any chart. The inhabitants mild and peaceable; the land low, and the productions the same as the Friendly islands.

Much other and more minute information has been given me respecting the mode of doing business in the whale-fishery by the gentlemen I have consulted; as, also, the number and nature of their losses, with all the facts they have in their possession in regard to those ships now missing, which may enable the expedition to use the best methods of extending to these unfortunate people assistance, if they are within the reach of aid. But these matters, fully written out, would extend my communication to an unwarrantable length. Enough has already been given of what I have collected, to show how much remains to be done in that portion of the globe; and enough also, to prove to the Department that it is in possession of more information of these seas than the Admiralty of any other nation, however commercial, for those seas are truly our field of fame. Too much credit cannot be given to our whalers, sealers, and traffickers in those seas for the information they have acquired, and the liberality, generally speaking, with which they have imparted it. But, after all their exertions, justice to ourselves as a great people requires that this mass of information should be reviewed, analyzed, classified, and preserved in careful literary labours for the benefit of mankind.

That this may be accomplished in your administration of the marine of our country, and under your auspices, and especial care, to the satisfaction of the public, and the honour of our country, is my ardent wish.

Very respectfully,

Your obedient servant,

J. N. REYNOLDS.

WASHINGTON CITY, February 1, 1835.

SIR: As an officer of the United States navy, I cannot look upon the efforts you have been making towards getting up an expedition to the South seas with feelings of indifference. They are noble, sir, and the design is worthy of them. I had the good fortune to perform the cruise of the Potomac, under the command of Commodore Downes, in which we circumnavigated the globe, increasing our latitude from 40° north to upwards of 56° south; and, in this immense range of ocean, we were never once beyond the reach, or in fact within some degrees of the limits of our whaling and sealing interests. While among the islands of the Pacific Ocean, and during a cruise of some 18 months on the west coast of South America, I had numerous opportunities of observing the immensity of our whaling and other commercial interests in those seas; and alas! of mourning (from the reports of numberless merchants and whaling captains) over the imperfections of our charts of those very regions now become the field of enterprise of those daring navigators. Newly-discovered islands are yearly being made, and already a list of upwards of 400 has been made. Some of these lists I have seen; but they have, I believe, some time since, been laid before the House of Representatives by the untiring and highly-to-be-commended exertions of J. N. Reynolds, Esq. I am well convinced, by practical knowledge, of the utility of the proposed expedition, towards a thorough examination of those seas, for the preservation of our commerce and the encouragement of our seamen engaged in a service already, perhaps, the most dangerous of any, independent of unknown islands and undiscovered reefs.

Without entering into any learned or farfetched argument in support of the existence of undiscovered land in high southern latitudes, abounding in articles of commercial interest, allow me, sir, to refer you to a communication made to the Royal Geo-

graphical Society, in the year 1833. It appears, from this paper, that one Captain Biscoe, in the brig Tula, accompanied by a small cutter, the Lively, on the 8th of February, 1831, discovered land, and during one whole month remained in the vicinity of it. He clearly discerned the *black peaks* above the snow, but he was unable to approach nearer than thirty miles to it, from the boisterous state of the weather and ice. The stormy petrels were the only birds seen, and no fish. It has been named Emberly's land, longitude $47^{\circ} 30'$ east, latitude $66^{\circ} 30'$ south; an extent of 300 miles was seen. In consequence of the bad state of the health of his crew, Captain Biscoe was compelled to return into warmer latitudes; but, in the early part of February, 1832, he was again in the vicinity of an immense iceberg, when it fell to pieces, accompanied by a tremendous noise, and, on the 15th of the same month, land was seen to the southeast, latitude $67^{\circ} 15'$, longitude $69^{\circ} 29'$ west. It was found to be an island near the head-land of what may hereafter be called the Southern continent. On the island, about four miles from the shore, was a high peak, and some smaller ones. On the 21st of February, Captain Biscoe landed in a spacious bay, on the main land, and took possession, in the name of his majesty William IV. It will probably, on further examination, be found that this very land is but a continuation of the same chain of islands which are entirely and undoubtedly an American discovery; but the honour may be snatched from us, and the glory of naming them be lost to the country, should the present expedition fail, to say nothing of the advantages that may be lost in the collection of animal-fur. I will not trouble you longer, sir; I may already have taken a liberty in writing to you on the subject. I have too much pride in my country, to suppose for one moment that a few months will not see the South Sea expedition filling to the breeze, and wafting on to national fame. Few hearts in the navy will not beat high with hope of participation, and many—(and I say it with professional exultation)—yes,

many noble spirits will be found ready and willing to venture all, and patiently meet the dangers and privations which such an expedition may demand, to fill the measure of their country's glory. Sir, may I venture further, and look to the end of three short years, and foretell the return of the gallant little band crowned with success—rich in knowledge of tropical seas, and bearing the high honour of having unfurled the stars of liberty even to the verge of the Southern hemisphere. And with what pride—what glowing conscious pride, will not you, sir, and the honourable committee to which the subject has been referred, hail the return of that expedition which your efforts pushed forward; bearing, too, that information which is to render the South seas and Pacific ocean more safe to our daring fishermen and other traffickers.

With high hopes for the success of yourself and the honourable committee, and with many sentiments of respect,

I remain, sir,

Your obedient and humble servant,

SYLVANUS GODON,

Passed Midshipman U. S. Navy.

HON. DUTEE J. PEARCE,

Member of the Committee on Commerce.

ISLANDS, REEFS, SHOALS, &c.,
NOT CONTAINED IN THE PRECEDING REPORT.

	North latitude.	West longitude.
Curry's island. -		
By some - -	28°25'	178°20'
By others - -	28 25	178 14
Tamulanes' island - - -	36 49	
Washington Island - - -	4 33	159 45
By others - -	4 40	160 40
Jane's island -	16 06	173 12
Louisa do. - -	16 25	145
Caroline do. - -	17	145 05
Charles do. - -	25 15	172 34
	5	160
	46	171 57
	11	171 55
	28 54	177 39
A rock - - - -	11 06	154 30
Do. - - - -	7 51	139 50
Reef - - - -	17 12	156 12
Pollard's reef -	24 09	168 09
Reef - - - -	1 13	179 18
Do. - - - -	8 06	140
Shoal - - - -	1 44	170 30
Do. - - - -	25 36	151 28
Do. - - - -	26 5	177 56
	21 29	131 28
	13	171 45
	49	171 40
Reef - - - -	10 15	133 50
	North latitude.	East longitude.
Sarah Ann's island - - -	16°08	143°16'
Worth's isle -	8 48	151 D.
Copper island -	26 06	131 48
Paul's island -	21 09	141 39
Bassiosas isle -	26 06	173 27
Tuck's island -	1 07	150 D.

ISLANDS, REEFS, SHOALS &c.

	North latitude.	East longitude.
Whittington's isl.	6°48'	159°48'
Ascension island	6 52	158 50
North's island -	8 48	150 to 152 D.
Granger's isle -	18 58	144 14
Halison's do. -	19 39	166 50
Genevieve island	17	176 56
Mary's islands -	9	150
Elizabeth do. -	7	151
Emily do. -	9 48	165 12
Joanna island -	17 06	163 33
Susan's do. -	27 36	143
	30 40	155
	30	137
	29 33	137
	30	139
	30 59	146 57
	29	175 45
	26 06	131 48
	23 03	162 57
Reef - - - -	19 16	165 43
Do. - - - -	16 36	169 42
Do. - - - -	17 30	144 45
	South latitude.	West longitude.
Whytetuche island - -	18°52'	159°42'
Watuoo island	21 01	158 15
Chittorra do. -	22 30	151 30
Jarvis do. -	30	172
Brind's do. -	3 14	171
Long do. -	17 56	140 16
Claudius do. -	18 22	115 15
Pystoza do. -	22 23	175 41
Sarah do. -	1 05	158 54
	19 13	139
Helen islands	fm. 3 to 3°	40' S. and
	171 50' to	173°10'
Theodora island	5 32	173 34

ISLANDS, REEFS, SHOALS, &c.

	South latitude.	West longitude.
Group of islands	17°	145° 12'
Fanny island	1	172
Julia do. - -	1 30	171 10
	2 20	171 15
Harper's island	2 40	172 35
Brother's do. -	2 48	171 59
	6 36	163
Fletcher do. -	7 04	173 12
	15 40	144 50
Wesley do. -	15 54	141 42
	16 08	145 12
	16 09	142 12
	17 28	140 56
Anthon's group -	17 54	142
	19 20	179 30
	21 10	149 30
	23 20	104 50
	10	152 32
	16	148 56
Rock - - - -	26.24	170 54
Do. - - - -	25 30	174 03
Do. near Tapocalma, 50 miles South of Valparaiso. Several vessels have been lost on it.	33 51	71 28
Reef dangerous	5 38	173 33
Do. - - - -	3 38	157 59
Do. - - - -	10 48	166 06
New Bladone -	18 11	118 40
	South latitude.	East longitude.
Tencher's isle -	1° 33'	150° 40'
Roturia do. -	12 29	177 10
	1	174 10
Rambler's reef -	22	174 30
Reef - - - -	31 30	154
	28 40	160 14

ISLANDS, REEFS, SHOALS, &c.

	South latitude.	West longitude.	
	11°29'	165°25'	
	2 45	172 30	
Farmer's island	3	170 45	
Arthur's do.	3 40	176 15	
Solitary do.	10 39	177	
Savage do.	19 05	169 50	
A rock - - -			Between Falkland islands and the continent--about 200 miles west of the former.

Off-shore whaling ground, from 103° to 115°, in lat. from 3° to 5°, 7° S., and sometimes on the line, Captain Mitchell discovered a low island well covered with timber. It was not seen until the vessel was near, and had it been night, the chances are that the vessel would have been lost. There were no other islands in sight, and this one not on any chart. The island should bear the name of its discoverer, Mitchell.

Navigator's islands. These islands are said to be eight in number, were discovered by Bougainville, and examined by Perouse in 1787, and may be said to extend from 14° 9' to 18° 57' south. The number of inhabitants is probably from forty to fifty thousand.

Captain Worth, of the Howard, informs us that, having visited most of the islands in the South Pacific, he considers the island of Ottewhy as presenting advantages and facilities to whalers, superior to those of any other island in that ocean. It affords fruit, yams, poultry, swine, &c., in the greatest abundance, plenty of wood and excellent water. For a musket the natives give thirteen hogs, or eight hundred to a thousand yams; and great quantities of fowls, cocoa-nuts, bananas, &c., may be purchased for a few pipes, flints and blue-glass beads. The fruit is generally ob-

tained at the northwest part of the island; but hogs, wood, and water are procured from the north side. Sufficient supplies may be taken on board in the short space of four days; and no danger need be apprehended from the natives, provided the precaution be taken to keep the head chief on board as a hostage, day and night—a requisition very willingly complied with, when two or three of the natives and an interpreter are also allowed to remain. By pursuing this course in both his visits to this place, Captain Worth passed and repassed unarmed in his boats with perfect safety, and found the natives extremely civil, never attempting to steal from the boats on shore, nor while on board his ship. He thinks, however, that without this precaution, they would not hesitate to seize a boat and crew, merely for the sake of two or three muskets, which article they seemed very anxious to obtain, though they never inquired for shot or ball. The white residents (of which there are only two, who are chiefly engaged in agriculture,) informed Captain Worth that they made no other use of the muskets than to discharge them at their great feasts, considering those the best which made the loudest reports.

The chains of islands in Oceanica and the Pacific, extend in general, from S. E. to N. W., and the groups often terminate with a large island, as Otaheite and Owyhee. This fact may facilitate discovery, and a knowledge of it add to the security of navigation, by avoiding the immense reefs which extend, no doubt, at great distance from the point where the islands terminate.

Solomon islands, seen by Byron in 1765, and supposed by him to be the islands of Quiros, in the 17th century. They are exceedingly dangerous—Lie in $10^{\circ} 15' S.$ $169^{\circ} 28' W.$

Admiralty islands lie to the N. W. of New Ireland; are numerous, extending from $1^{\circ} 28' S.$, to $5^{\circ} 20' S.$, and from $148^{\circ} 20' E.$, to $152^{\circ} 16' E.$ This scope embraces the whole extent of New Britain.

New Guinea, that great link by which the Molucca islands are

connected on the one hand with New Holland, and with the Polonesian archipelago on the other. Of this extensive chain we know nothing except the line of coast, and, unfortunately, even of that but little. The length of this country cannot be much short of 1200 miles, and from 15 to 360 in width. This country is called Papua, or the country of the Papoos, a name by which the inhabitants are known among the Malays. It is from these islands that birds of Paradise are procured, of which there are known to be not less than twelve species.

St. David and Freewill islands form the most natural transition from New Guinea to Polynesia, or Eastern Oceanica; and what is strange, these islands are inhabited by a race entirely different from the Papua, being of a copper colour, and in language resembling the Sandwich islands

Leaving the Molucca sea, next comes the Pelew islands, called by the early navigators Palaos. The inhabitants are naturally an amiable, gay, and innocent people, of middling size, and by no means bad looking. They lie between 133° and 136° E., and from 6° to 8° N.

To the north of the Pelew islands are those called Matetotes, Martyrs, Sagaoadihhh, &c.

The groups of St. Andrew, Pedeo, Warwick, &c., stretch off to the south, and are but imperfectly known.

Turning to the northeast from the Pelew islands, we find the Marian group, consisting of near twenty in number. These islands are of ancient discovery, by Magellan, in 1621, and called by him Ladronez, but were afterward, under Philip IV., changed to the present name in honour of Mary Ann of Austria. They extend from 13° to 22° N., and from $145^{\circ} 35'$ to 148° E.

To the north of Marian islands are different groups, of which nothing is known except that they are volcanic.

What is known, even at this late day, of the Caroline islands? Nothing, except that this archipelago lies between the Pescadores

on the east, the Marian islands on the north, and the Pelew islands on the west. The group does not contain less than two hundred islands. The soil is fertile, but the country is subject to *hurricanes*.

Of the Mulgrave islands, (from 0° to 8° S., and 171° to 175° E.,) we know their name and position. This chain is connected with the Caroline group by the Pescadores; and probably with the other archipelagos of Polynesia by chains still unknown.

All the seas west from Navigator's islands to Solomon's group, are speckled with detached islands; some of them remarkably fertile and productive.

Feyjee islands, or archipelago, from $16^{\circ} 30'$ to $19^{\circ} 48'$ N., and from $175^{\circ} 5'$ to $179^{\circ} 19'$ W.

Sailing eastward, we fall in with the hills and plains of the Friendly islands. Allowing this cluster to extend as far as the Feyjees in the west, the Cocoa and Traitor's islands in the north, to Savage island in the east, and to Pytstaert in the south, it will include more than one hundred islands.

The Society islands have been the theme of more writing than some kingdoms of Europe. Who that has read and not admired the charms of Queen Oberia, and viewed in imagination the festivals of Potomare. The Otaheitans are better known to us than the inhabitants of Sardinia or of Corsica. Otaheite is indeed entitled to the appellation of Queen of the Pacific.

To the southwest and southeast of the Society islands, a long chain of widely-separated islands extends, beginning with Palmerston, and ending with Easter islands. To the northeast and east are Gloucester, St. Paul's, Conversion, Michall, and many others but little known.

In passing from Easter island to the Marquesas, the whole ocean is sprinkled with small islands, low, sandy, and encircled with coral reefs; and here the navigation is exceedingly dangerous. At the north of these low islands we find the lofty Marque-

sas. These islands were discovered by Mandana, and lie from 7° to 10° S., and from $138^{\circ} 48'$ to $165^{\circ} 9'$ W. In sailing east from the Marquesas, no doubt important discoveries are to be made; perhaps Roggerwyer's would be rediscovered; for these, bearing the name of their discoverer in 1722, must lie between the 9° and 12° parallels of south latitude. No complete account of Roggerwyer's voyage was ever published.

J. N. REYNOLDS.

WASHINGTON CITY, March, 1836.

[No. 10.]

REPORT

OF THE

COMMITTEE ON COMMERCE.

February 7, 1835.—Mr. PEANCK, of Rhode Island, from the Committee on Commerce, made the following report:—

The Committee on Commerce, to whom were referred numerous memorials from citizens of various sections of the United States, praying that an exploring expedition to the Pacific ocean and South seas may be authorized by Congress, report:—

THAT the number and character of the memorialists, and the opinions they have expressed upon the subject of the memorials, have called the committee to an attentive and careful consideration of the objects to be attained by the expedition, as well as of the reasoning and facts adduced in favour of the undertaking.

It is represented that the intercourse between the different parts of the nation and the islands and countries of the Pacific has become a matter of public interest, and deserving the protecting care of the national legislature. The fur-business hitherto carried on between the Pacific islands and China, has afforded rich returns, and increased the wealth of our common country. Besides this employment of national industry and enterprise, it is represented that there are engaged in the whale-fishery, from various parts of the country, an aggregate of one hundred and thirty-two thousand tons of shipping and ten thousand men.

Besides this amount, engaged directly and exclusively in the trade, there is a vast amount of capital incidentally dependant on it, and in transporting oil to Europe, and in return cargoes, as well

as the different parts of our own coast; so that, from the most careful computation, it has been found that not less than one hundred and seventy thousand tons of shipping, navigated by twelve thousand men, are employed in this branch of business, and the capital invested not much, if any, short of twelve millions of dollars. This view of the astonishing increase in this branch of our national industry, is fully sustained by records, and is ably treated in an article of unusual merit in the *North American Review*, for January, 1834.

The memorialists further represent, that the increased extent of the voyages now pursued by the trading and whaling ships into seas but little explored, and to parts of the world before unknown, has increased the cares, the dangers, and the losses of their merchants and mariners. Within a few years their cruisers have extended from the coasts of Peru and Chili to the Northwest coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on the charts; and, in some instances, no soul survived to tell their fate.

That something should be done, on the part of Government, for the protection of this widely-extended and important interest, seems to be the undivided opinion, as it is evidently the interest, of a large portion of the country; and the anxiety of the public mind has been evinced by various memorials to this house from legislative bodies, from the hardy and enterprising citizens of Nantucket, and other places interested in the whale-trade.

A recent expression of the legislature of Rhode Island is contained in the following words:—

“ State of Rhode Island and Providence Plantations, in General Assembly, October Session, A. D. 1834.

“ Resolved, That, in the opinion of this general assembly, the subject of the memorial of J. N. Reynolds and others, dated

November, 1834, praying that provision may be made by law for a voyage of discovery and survey to the South seas, is highly important to our shipping and commercial interests, and is hereby recommended by the said assembly to the favourable consideration of the Congress of the United States."

Following this resolve of the legislature of Rhode Island, the East India Marine Society of Salem, Massachusetts, a society which has filled a large space in the commercial history of our country, in their memorial, use strong and decisive language, and speak with a practical knowledge, which entitles their views to the most respectful consideration; "for among them are those who were the first to display our national colours in our commerce to the eastern world; among them are those who have been engaged in trade on coasts and among islands but little known; and they have felt, in losses and in painful solicitude, the want of the protection of their government, as well to point out the position of a dangerous reef, as to defend them against the natives, who had seen nothing of our power to restrain them from unlawful attacks upon their vessels or their lives; among them are those who have visited the islands in the Pacific, as well as those in the east, and have seen and felt the dangers our vessels are exposed to, for the want of such protection as an expedition, fitted out for the express purpose, alone can give."

They further state, that they will "refrain from going into any computation of the immense amount of tonnage and capital engaged from the United States, in the whale-fishery, all of which is more or less interested in such an expedition. Without attempting to designate the groups of islands most important to be examined, your memorialists would simply call the attention of your honourable body to one point, which may serve as an index to the rest: the Feejee or Beetee islands. What is known of them? They

were named, but not visited, by Captain Cook, and consist of sixty or more in number. Where shall we find charts of this group, pointing out its harbours and dangers? There are none to be found, for none exist. And yet, have we no trade there? We speak not for others, but for ourselves.

“From this port, the following vessels have been, or now are, employed in procuring *biche-le-mer* and shells at the Feejee islands, in exchange for which eastern cargoes are brought into our country, and thus contributing no inconsiderable amount to our national revenue:—

“Ship Clay, brig Quill, have returned; brig Faun, lost at the islands; ship Glide, Niagara, also lost; and bark Peru greatly damaged, and in consequence condemned at Manilla; brig Spy damaged, but repaired again; brig Charles Doggett, bark Pallas, brig Edwin, ship Eliza, ship Emerald, ship Augustus, and brig Consul.

“The Charles Doggett has recently returned, in consequence of having a portion of her crew massacred by the natives. The ship Oeno, of Nantucket, was lost on one of these islands, and her officers and crew, consisting of twenty-four in number, were all massacred, in like manner, except one.

“Thus, it must appear to your honourable body, that the losses sustained at this single point—to say nothing of the value of human life, which is above all price—would not fall far short, if any, of the amount necessary to fit out an expedition for the better examination of such points in the Pacific ocean and South seas, as require the attention of government.”

In recurring to the memorials hitherto presented, and now on file, your committee find them thus alluded to in a letter from J. N. Reynolds, Esq., transmitting them to the honourable Andrew Stevenson, at that time speaker of the house. [See document 209, 1st session 20th Congress.] The writer says:—

“Among these memorials, you will find one from Albany, dated October 19th, 1827, and signed by his excellency Nathaniel Pitcher, lieutenant-governor of the state of New York, the honourable Erastus Root, speaker of the house of representatives, and by nearly all the members of the legislature. I have also the honour of transmitting to you three other memorials:—the first is dated Charleston, South Carolina, May 31st, 1827, and signed by the mayor of the city, President of the Chamber of Commerce, and by a very long list of respectable citizens. The second is dated Raleigh, North Carolina, December 24th, 1827, and contains the signatures of his excellency James Iredell, governor of the state; the honourable B. Yancy, speaker of the senate; the honourable James Little, speaker of the house of commons; and by a large proportion of the members of each branch of the legislature. The third memorial is dated Richmond, Virginia, January 1st, 1828, and is sustained by a number of respectable citizens: by the honourable Linn Banks, speaker of the house of delegates, and by a large and respectable number of the members of the legislature.”

With these memorials, Mr. Reynolds transmitted, in like manner, to the speaker, the following preamble and resolution, adopted by the house of delegates of the state of Maryland:—

“Whereas foreign nations have long turned their attention towards the acquirement of a more perfect knowledge of the geography of the earth, by means of voyages of discovery, and by these exertions have not only acquired reputation, but extended the weight of their influence, opened new channels for commercial enterprise, and benefited the human race, by enlarging and improving the boundaries of knowledge: And whereas the government of the United States has attained a high standing among the nations of the earth, the practical result of the most stupen-

dous, as well as successful, experiment ever made in politics; a population fast increasing; commercial relations and interest co-extensive with the civilized world; nautical skill, perseverance, and enterprise, if not unequalled, at least unsurpassed: And whereas the sending out of one or two vessels on a voyage of discovery would not be attended with any very heavy demands on the public treasury, and would seem to be in strict accordance with the character and liberal policy which ought to be pursued by a government whose political existence is, in a great measure, dependant on the general intelligence of the people: And whereas a great number of the most enlightened citizens, of different sections of our country, have memorialized the senate and house of representatives of the United States, in Congress assembled, and have set forth in their memorials that, under the patronage of the United States, an expedition should be fitted out without delay, and proceed to acquire a more correct knowledge of our own continent; or, if possible, to enter the more interesting and extensive field for enterprise in the southern hemisphere; and, provided for the purpose with hardy seamen and scientific persons, to bring home to us the result of their labours, for the honour of our country and the benefit of mankind: And whereas voyages of this kind, even when they fail of making important discoveries, bespeak a liberal policy, and give character to the people who undertake them: Therefore,

“Resolved by the General Assembly of the State of Maryland, That we do highly approve of the views of the said memorialists, believing that a polar expedition, if properly conducted, could scarcely fail in adding something to the general stock of national wealth and knowledge, and to the honour and glory of the United States.”

It is, perhaps, unnecessary to remark, that this expression of public sentiment, though extensive, and deserving the most

respectful consideration, is small, when compared with other and similar memorials, introduced during the same session, from the legislatures of Pennsylvania, Ohio, &c.

These memorials having been referred to the committee on naval affairs, on the 3d of March, 1828, a letter was addressed, by order of the committee, to the honourable Samuel L. Southard, secretary of the navy, asking his "opinion respecting such an expedition, and briefly his reasons for it."

To this inquiry the secretary replied:—

"I entertain the opinion that such an expedition is expedient. My reasons are briefly these:—

"That we have an immense and increasing commerce in that region, which needs the protecting kindness of the government, and may be greatly extended by such an expedition. Of the extent and nature of this commerce, it is not easy to write briefly; nor is it necessary. It is better known to none than to some of the members of the naval committee in the house of representatives. The estimate of its value has been much augmented, in the view of the department, by the reports which have been made, *under its orders*, by our naval officers who have commanded vessels of war in the Pacific, and which are now on file.

"The commercial operations carried on in that quarter are difficult and hazardous: they are correctly represented in the memorial of the inhabitants of Nantucket, to which I would refer, as well as to some of the many other memorials which have been addressed to Congress on this subject. It would seem wise in the government to render these commercial operations less hazardous, and less destructive of life and property, if it can be done by a moderate expenditure of money.

"The commerce in the Pacific ocean affords one of the best

nurseries for our seamen. An expedition, such as that proposed, would be calculated to increase that class of citizens—an increase in which the government and nation are deeply interested.

“We now navigate the ocean, and acquire our knowledge of the globe, its divisions and properties, almost entirely from the contributions of others. By sending an expedition into that immense region, so little known to the civilized world, we shall add something to the common stock of geographical and scientific knowledge, which is not merely useful to commerce, but connects itself with almost all the concerns of society; and while we make our contribution to this common stock, we shall not fail to derive the best advantages to ourselves, and be richly paid, even in a calculation of expenditure and profit.”

On the 25th of March, the committee made their report to the house, and expressed themselves in the following terms:—

“In relation to the interests, individual and national, connected with such an expedition, the committee refer to a statement submitted to them by Mr. J. N. Reynolds, on the 10th February, 1828, in answer to inquiries addressed to him by order of the committee. So much of the statement as exhibits the amount of our commerce in the Pacific seas, the committee think is fully sustained by the reports of the officers of our navy, who have, by order of the Secretary, heretofore made reports upon that subject, to which Mr. Reynolds refers, and with which his statement has been compared, as well as with the accounts of others familiar with those branches of our trade.

“The dangers to which an immense amount of property is exposed, as well as the hazard to human life, for the want of knowledge, by more accurate surveys, of the regions to which our commerce is extending, and the probable new sources of

wealth which may be opened and secured to us, seem to your committee not only to justify, but to demand the appropriation recommended; they therefore report a bill for the purpose."

During the same session this report was acted on, and a bill, making an appropriation, passed the house of representatives.

From that period to the present, no legislative action has been taken upon the subject, though scarcely a session has passed that memorials from one section or other of the country have not been presented; and the continued solicitude of the public mind is evinced in favour of the enterprise, now that the condition of our country and its financial concerns can so easily afford the small demand upon the treasury which such an expedition will require.

The action of Congress is not invoked in favour of a measure of doubtful expediency. The requisite information in forming an enlightened judgment, and in directing the action of government, is ample and complete, and will be found in the accompanying documents.

The report of Mr. Reynolds on the islands in the Pacific shows, at a single view, what remains to be accomplished. To examine such of these islands as may be found to contain harbours and places of refreshment for our fishermen, would, of itself, more than justify the expenditure necessary for an expedition, to say nothing of the collateral advantages to be derived in the attainment of much useful knowledge, so highly to be prized by every enlightened mind.

Our interests in those seas have indeed become immense, and extend beyond all former example; for our whalers, sealers, and traffickers are pursuing their voyages in parts of the world where, a few years ago, it would have been adventurous for a discovery-ship.

The following statement from Mr. Reynolds, in answer to an inquiry addressed to him, shows the amount of our interests afloat among these islands at this moment:—

"JANUARY 30, 1835.

"SIR: In answer to the inquiry contained in your note of the 25th ultimo, I send you a statement of the amount of tonnage and capital at 'this moment afloat,' and engaged in the spermaceti whale-fishery.

"The document from which this statement is taken has recently been prepared with great care by very competent persons in Nantucket.*

"The details comprise the names of the ships and barks thus employed, names of the masters, ports to which they belong, dates of departures, periods of absence, quantities of oil when last heard from, and tonnage of vessels, respectively, together with much other valuable information.

"On inspecting this tabular statement, it is found that the whole number of ships engaged in this valuable branch of the fisheries is 273, of which 257 are now absent, viz. :—

From New Bedford, - - - 94	From Falmouth, - - - - 6
" Nantucket, - - - - 63	" Newport, - - - - 6
" Fairhaven, - - - - 14	" Sag Harbour, - - - 5
" Bristol, - - - - 13	" Salem, - - - - 3
" New London, - - - 9	" Newburyport, - - - 3
" Hudson, - - - - 9	" Poughkeepsie, - - - 2
" Warren, - - - - 7	" Portsmouth, - - - - 2
" Edgarton, - - - - 6	" Dartmouth, - - - - 2

And one from each of the following ports, viz. : Boston, Plymouth, Wareham, Rochester, Portland, Wiscasset, Fall River, Providence, Stonington, Newburgh, New York, and Wilmington, (Delaware). Sixteen ships only are in port, belonging as follows: To New Bedford, 7; Nantucket, 5; Fairhaven, Plymouth, Sag Harbour, and Edgarton, each one.

"The aggregate tonnage of the 257 absent ships is nearly one hundred thousand tons. The number of seamen and navigators employed on board these vessels is not far from nine thousand.

* "Nantucket Inquirer."

"This document furnishes a very careful estimate of the quantity of spermaceti oil imported into the United States during the year 1834. Since the first of January, there have arrived from the Pacific ocean fifty-five ships, viz.: Into the port of Nantucket, 11; New Bedford, 25; Plymouth, 2; Fairhaven, 6; New London, 2; Edgarton, 2; Sag Harbour, 2; Warren, 2; Falmouth, Bristol, and Hudson, each one. The cargoes of these ships average little more than two thousand barrels each; add to this quantity sixteen thousand barrels, estimated to have been brought from the South Atlantic ocean, making about one hundred and twenty-eight thousand barrels, and we have the entire quantity of spermaceti oil imported in the course of the last year. Of this quantity, seventy thousand five hundred and seventy-seven barrels were received at New Bedford, and the residue at Nantucket and other places.

"Among the ships now abroad, there are thirty-one which sailed in 1831; seventy-three, 1832; eighty-eight, 1833; and sixty-five, 1834. The number of spermaceti whale-ships expected to arrive within the year 1835, may be set down at seventy, and their cargoes at one hundred and thirty-five thousand barrels, valued at more than *three millions of dollars*.

"Very respectfully, your obedient servant,

"J. N. REYNOLDS.

"HON. DUTEE J. PEARCE."

In addition to all this information, your committee have availed themselves of a letter from one of our ablest and most experienced commanders, addressed to an honourable member of this house; and the liberal and practical views expressed, entitle the opinions of the writer to great weight.

"CHARLESTOWN, (Mass.) January 21, 1835.

"DEAR SIR: In compliance with your request that I would communicate to you, in writing, my views on the subject of a

voyage of discovery to the South seas and Pacific ocean, I have to regret that the circumscribed limits of a letter will allow but little more than the simple expression of an opinion on a subject of so much national importance, and in relation to which so much might be said in detail.

“I have had some experience in the navigation of the less-frequented parts of the Pacific, at an earlier period of my life. During my late voyage in the Potomac, I have had an opportunity to add greatly to the knowledge acquired in former years. An expedition, fitted out for the purpose of improving our knowledge of the hydrography of those seas, has often been the subject of my reflections. As the representative of a district largely engaged in the whale-fishery, you must frequently have seen, from the reports of masters of vessels engaged in that business, accounts of new islands and reefs being frequently discovered, and which are either not laid down on the charts, or so erroneously marked that they can give no security to the mariner. It is probable that not less than five hundred of these islands and reefs have been marked with sufficient accuracy by our whalers, sealers, and traffickers, of one kind or another, to enable an expedition to examine the most important of them, without much loss of time in seeking their positions. This will enable the discovery-vessels to do more in less time than has probably ever been effected by a similar enterprise from any other country. Of the extent of our interest in those remote seas, I need not speak, as you are conversant with the subject; besides, the interest has been fairly represented by memorials to Congress. During the circumnavigation of the globe, in which I crossed the equator six times, and varied my course from 40° north to 57° south latitude, I have never found myself beyond the limits of our commercial marine. The accounts given of the dangers and losses to which our shipping are exposed by the extension of our trade into seas but little known, so far, in my opinion, from being exaggerated, would admit of being placed

in bolder relief, and the protection of government implored in stronger terms. I speak from practical knowledge, having myself seen the dangers, and painfully felt the want of the very kind of information in the guidance of a vessel in those seas which our commercial interests so much need, and which, I suppose, would be the object of such an expedition as is now under consideration before the committee of Congress to give. Indeed, the whole of this business, it seems to me, is a plain and practical affair. The commerce of our country has extended itself to remote parts of the world; is carried on around islands and reefs not laid down on the charts; among even groups of islands from ten to sixty in number, abounding in objects valuable in commerce, but of which nothing is known accurately; no, not even the sketch of a harbour has been made, while of such as are inhabited our knowledge is still more imperfect. It would seem to require no argument to prove, that a portion of our commerce might be rendered more secure, and probably greatly increased, by vessels sent, properly prepared, to examine such islands. There are also immense portions of the South seas, bordering on the antarctic circle, well deserving the attention of such an expedition, especially during the most favourable months of the southern summer. Islands discovered in that quarter will probably be found to yield rich returns in animal-fur. Indeed, discoveries of this kind have been recently made by some English whalers, supposed to be of great extent, the vessels having sailed along three hundred miles of coast lying south of the Cape of Good Hope. This may lead to other very interesting discoveries, which will probably be found, on further examination, to be a continuation of Palmer's Land, lying south of the South Shetland islands, or only separated from it by a narrow channel. Much might be said in favour of a speedy examination of this portion of the South seas; indeed, I hardly know where an expedition could go where it might not be

in the way of doing good; to say nothing of the credit our country would acquire in promoting such an enterprise.

"As to my opinion of the class of vessels best suited for such an expedition, I should unhesitatingly say: two brigs or barks, of two hundred tons each, and a tender, of from eighty to one hundred tons. A great many weighty reasons might be given to show, that if, in the same ratio, vessels were beyond this size, the chances of safety and extensive usefulness would be proportionably decreased.

"Very respectfully,

"Your obedient servant,

"JOHN DOWNES.

"Hon. JOHN REED, *Mem. of Con.*"

In the conclusion of the report alluded to by the committee on naval affairs, dated February 10, 1828, (Rep. 209, 1st sess. 20th Cong.) Mr. Reynolds holds the following appropriate language:—

"The opening of the ports in South America has already changed our course of trade in the Pacific greatly for the better, and will more and more benefit us, if we take care of our rights in those seas, and send a sufficient force to protect our commerce, which, no doubt, it will be the policy of our government to pursue.

"To look after the merchant there, to offer him every possible facility, to open new channels for his enterprise, and to keep a respectable naval force to protect him, is only paying a debt we owe to the commerce of the country; for millions have flowed into the national treasury from this trade, before one cent was appropriated for its protection.

"The naval commanders we have sent into the Pacific have done all that wise, active, and experienced men could do. They have not only taught the natives that we are a powerful people,

and could defend ourselves in that distant country as well as other nations, but those new states and empires which have arisen in South America have been shown that we could punish wrongs and enforce rights, and had the good of mankind, as well as our own prosperity, at heart. *Power, judiciously exhibited, is the great peacemaker of the world*; and a people whose institutions are not yet thoroughly established, as those in South America, want looking after with a steady eye. In attending to these duties, it is impossible for our naval commanders to explore those seas for the purpose of discovering new places. Their duty is to watch the old; and this is a sufficient task for any force we can send there.

“The whale-ships having a specific object in view, and generally under strict orders, cannot waste an hour in the business of discovery; nor can they, consistently with their duties, stop a day to explore and examine what they may accidentally discover. The Northwest-coast trader has also a specific object, and a more direct path than the whaler.

“It seems well understood, at this time, that it is for our interest and for our *honour* to be well acquainted with the *capacities* of the globe; to see what resources can be drawn from that *great common* of nations, the *ocean*. The enlightened statesman, therefore, surveys all parts of it with the view of opening new channels for commerce and trade; and he does not refuse to advance them by a present expense, when coupled with the certainty of a future and a greater good.

• • • • •

“No one who has reflected on the vast resources of the earth, ‘which is our inheritance,’ can doubt that a large portion of it contains many things which may be turned to good account by the enterprise and good-management of our people; and those are the true profit of commerce. The great mass of the intelligence of the country is for it, and is calling on the national legislature for aid in the undertaking.

“The states whose legislative powers have sanctioned it are represented on the floor of Congress by one hundred and twenty-nine members, to say nothing of the memorials from large cities and other places; and the aggregate of citizens of these states, near six millions.

“We have been an industrious, a commercial, and enterprising people, and have taken advantage of the knowledge of others, as well as of their trade; for, although our entrance and clearance, without looking at our immense coasting-trade, amounted to eight thousand seven hundred and sixty-six vessels, yet not one of those were sailed a mile by a chart made by us,* except we may suppose that the chart of George’s banks may have been used by a few of the navigators of these vessels. We are dependant on other nations for all our nautical instruments, as well as charts; and, if we except *Bowditch’s Navigator*, an improvement on Hamilton Moore’s book of the same kind, we have not a nautical table or book in our navy, or among our merchantmen, the product of our own science and skill; and we are now among the three first commercial nations of the world, and have more shipping and commerce than all the nations of Europe had together when Columbus discovered this continent, but a little more than three centuries since; and our navy, young as it is, has more effective force in it than the combined navies of the world could have amounted to at that period. Out of the discovery of this continent, and a passage to the Indies, grew up the naval powers of Europe. On the acquisition of the new world, Spain enlarged her marine; France and England theirs, to hold sway with Spain; and that of the Netherlands sprang from the extent of their trade, connected with the wise policy of enlarging and protecting it.

“Our commercial and national importance cannot be supported without a navy; or our navy without commerce, and a nursery for

* That is, no chart has been made under the direction and at the expense of government.

our seamen. The citizens of Maine, of New York, of Georgia, of Ohio, and of the great valley of the Mississippi, are as deeply interested in the existence of our gallant navy, and the extension of our commerce, as they are interested in the perpetuity of our institutions and the liberty of our country. Indeed, liberty and commerce have been *twin-sisters* in all past ages, and countries, and times; they have stood side by side—moved hand in hand. Wherever the soil has been congenial to one, there has flourished the other also: in a word, they have lived, they have flourished, or they have died together.

“Commerce has constantly increased with the knowledge of man; yet it has been undergoing perpetual revolutions. These changes and revolutions have often mocked the vigilance of the wary, and the calculations of the sagacious; but there is now a fundamental principle on which commerce is based, which will lead the intelligent merchant and the wise government to foresee and prepare for most of these changes; and that principle consists in an intimate knowledge of all seas, climates, islands, continents, of every river and mountain, and every plain of the globe, and all their productions, and of the nature, habits, and character of all races of men; and this information should be corrected and revised with every season.

“The commercial nations of the world have done much, and much remains to be accomplished. We stand a solitary instance among those who are considered commercial, as never having put forth a particle of strength, or expended a dollar of our money, to add to the accumulated stock of commercial and geographical knowledge, except in partially exploring our own territory.

“When our naval commanders and hardy tars have achieved a victory on the deep, they have to seek our harbours, and conduct their prizes into port, by tables and charts furnished, perhaps, by the very people whom they have vanquished.

“Is it honourable to the United States to use for ever the

knowledge furnished us by others, to teach us how to shun a rock, escape a shoal, or find a harbour, and add nothing to the great mass of information that previous ages and other nations have brought to our hands ?

“Tyre, Greece, Carthage, Venice, Florence, whose commerce has ceased, and whose opulence is gone for ever, have still left the historic glory of having shown succeeding ages the way to wealth, and honour, and power, by means of knowledge. The ancient commercial and naval monuments are theirs, and every niche of the modern temple of Neptune is filled by others—not ourselves. The exports, and, more emphatically, the imports of the United States, her receipts and expenditures, are written on every pillar erected by commerce, on every sea, and in every clime ; but the amount of her subscription-stock, to erect these pillars, and for the advancement of knowledge, is nowhere to be found.

“To open new sources of traffic, and of commercial wealth, has gratified the pride, as well as the avarice of man, in every age ; and the adventurous deeds by which this has been achieved, have been commemorated by every historian, poet, and even fabulist, in all past times ; for the Argonautic expedition for the golden fleece, as given us by the poets and mythologists, is only in the form of a generous and munificent commemoration of the voyage of one who ventured much to open a new path to commerce, for the aggrandizement of his own country.

“We have been plundered by the English and the French, by Spaniards and Neapolitans, Danes, Norwegians, and the Barbary powers, while our commerce was extended every where, and protected nowhere. Some of these insults and depredations have been settled for, and others are quietly, but surely, approximating to a day of *restitution* or *retribution*. The spirit of the nation is aroused on these subjects, and can never sleep again : honour, justice, feeling, conscious of physical strength, all forbid it.

“Have we not, then, reached a degree of mental strength that will enable us to find our way about the globe without leading-strings? And are we for ever to take the highway others have laid out for us, and fixed with milestones and guideboards? Permit me to conclude, in humble imitation of the great discoverer of this continent to his patrons: We fear no storms, no icebergs, no monsters of the deep, in any sea; we will conduct ourselves with prudence, and discretion, and judgment; and, if we succeed, the glory and profit will be yours; if we perish in our attempts, we alone shall suffer, for the very inquiry after us will redound to your honour.

“J. N. REYNOLDS.”

“NOTE.—Since I prepared the above answer to your letter of inquiry, I have examined the clear and impressive memorial from the town of Nantucket, which fully confirms every statement I have made in regard to the extent of the whale-fishery, although drawn from different sources. This memorial is not only clear and conclusive, as to the extent and value of this important business, but presents many other important facts. The memorial speaks the most emphatic language to every patriot and philanthropist, as well as to every legislator in our country, in the following quotation:—

“The great and increasing extent of the voyages now pursued by the trading and whaling ships into seas but little explored, and in parts of the world before unknown, has increased the cares, the dangers, and the losses of our merchants and mariners. Within a few years, these cruises have extended from the coasts of Peru and Chili to the Northwest coast, New Zealand, and the isles of Japan. This increase of risk has been attended by an increase of loss. Several vessels have been wrecked on islands and reefs not laid down on any chart: and the matter acquires a painful

interest from the fact, that many ships have gone into those seas, and no soul has survived to tell their fate.'

"This memorial, coming from an intelligent, hardy, and enterprising people, who have, for more than thirty years, carried on this fishery, so profitable to our country, without repining at any difficulties they have encountered, or without soliciting aid until the country was able to afford it, should, and will have, its effects on the representatives of the nation in Congress. National and individual interests they are bound to regard at all times; but I trust these claims will be more promptly attended to, when the additional facts are made known to them; and they are assured that many of our fearless navigators are now, probably, wasting a wretched existence on some desolate island, in these immense seas, waiting, in prayerful hope, that the generosity of the nation will be aroused to send in search of them, and that, in some distant day, they shall see their country and their homes, and be restored to the bosoms of their families and friends. They have read or heard that the French government sent expedition after expedition, to seek for Prowse and his missing vessels; and can they for a moment imagine, that those they had left at home are less generous and philanthropic than the people of France, or of any other nation? They cannot: for they will remember—and who can forget it?—that, in our days of small things, the whole country was in agitation by the captivity of a few American citizens, by the powers of Barbary, and the expense of liberating them was spontaneously proffered by the American people. And will not this same people be willing that the nation should do something to ascertain the fate of those enterprising navigators who are, probably, on some reef or island, sustaining life as they can?

"In this matter, every thing conspires to urge us forward at this time. The advantages of commerce to science and national

glory seem now to be sealed, and sanctified by the calls of humanity and imperious duty.

“I wish not to be importunate, nor do I fear that I am: for the accumulated weight of circumstances are above all argument or entreaty, as they strike the heart and the understanding at the same time.

“As these things came crowding upon my mind, I had nearly forgotten another important fact, which will be supported by the able and experienced representative of the district of which Nantucket makes a part; and that is, that there are more than one hundred and fifty islands, reefs, and shoals, known to our whalemens, not laid down in any chart. Around these islands, reefs, and shoals, are floating nearly forty thousand tons of shipping, engaged in a trade of great national concern, with an immense amount in property and lives, all of which are at the mercy of the winds and waves.

“If this be so—and who can doubt their honesty?—should they not be surveyed? The future safety of our mariners demands it; the advancement of commerce and our navigating interests demand it; the people demand it; and our national honour cannot suffer this fact to go abroad, and not carry with it the probability of some effort for future information and security.

“J. N. R.”

“WASHINGTON, February 26, 1828.

“SIR: The committee on naval affairs, in the house of representatives, through their chairman, have recently addressed me a note, requesting my views of the character, value, and extent of our trade in the South seas and Pacific ocean.

“A reply to that letter is herewith enclosed for your perusal; and as you have recently been in the Pacific, on official duty, and have improved the favourable opportunity you had of acquiring

much useful information in relation to our important and growing commerce there, I would thank you to inform me, in writing, how far your own views extend in corroboration of the report I am about to submit to the consideration of the committee.

"Be pleased to accept the assurance of the high consideration with which I am, sir,

"Your obedient servant,

"J. N. REYNOLDS.

"To Captain THOMAS AP CATESBY JONES,
"United States Navy."

"WASHINGTON, February 28, 1828.

"DEAR SIR: I have received and read, with great satisfaction, the memorial which you did me the honour to submit for my perusal. My recent cruise to the Pacific ocean, in the course of which I spent some time among the Society, Sandwich, and other islands, afforded me a good opportunity of seeing, in partial operation, most of the branches of commerce, the advantages of which you so clearly demonstrate in your address to the committee on naval affairs.

"That there is a great field open for national enterprise in the region to which you have invited the attention of the American people, cannot be doubted; and I accord most heartily with you that such a voyage as you contemplate would open to our commercial, and, of course, national interests sources of great wealth, which cannot be brought into action without the protecting aid of government.

"That success may crown your most laudable exertions, is the wish of, sir,

"Your obedient servant,

"THOMAS AP CATESBY JONES.

"To J. N. REYNOLDS, Esq."

The committee, having thus fully presented the views and wishes of the memorialists, and noted the legislative action hitherto had upon the subject, deem it unnecessary to go into any prolonged arguments, in the conclusion of their report.

Other nations have deemed it wise to protect their fisheries, at all hazards, and by heavy expenditures. Some have sent out voyages of discovery, that had little or no commerce to be benefited. Previous to the year 1770, the English, in their strenuous efforts to compete with the Dutch in the Northern whale-fishery, had paid, in bounties, not less than three millions of dollars; and down to the year 1786, the aggregate amount of bounty paid was not less than six millions three hundred and thirty thousand dollars.

The American fishermen have received no bounty, and they are now pursuing their avocation in seas beyond the reach of ordinary protection. That places of refreshment may be examined, new channels of trade opened, and dangers pointed out, seems not only reasonable and just, but called for by considerations of public interest; and it is believed that this can be best accomplished by sending out small vessels expressly provided for this duty; while the demand on the public treasury will be small, compared with the good which may be accomplished.

In like manner, in addition to the specific objects to be attained by an expedition, many collateral advantages may be secured to the whaler and trafficker in the Pacific, and the sealer in the higher latitudes south.

While your committee, in coming to their conclusion in favour of recommending an expedition such as has been prayed for by the memorialists, have been influenced solely by commercial views, and place the policy of the measure solely on these grounds, they are not indifferent to the valuable fund of knowledge which may be gathered during the voyage, and which, properly analyzed and written out, may be interesting, not only to the American people, but to the whole civilized world.

Your committee therefore report a bill.

REPORT

OF THE

COMMITTEE ON NAVAL AFFAIRS.

March 21, 1836.—Mr. SOUTHARD, from the Committee on N. Affairs, made the following report:—

The Committee on Naval Affairs to whom was referred a memorial from sundry citizens of Connecticut, interested in the whale-fishery praying that an exploring expedition be fitted out to the Pacific ocean and South seas, report:—

THAT the subject of this memorial, in the opinion of your committee, merits immediate attention, and the exercise of an enlightened liberality on the part of Congress. The whole of the facts and reasoning upon which this opinion is founded, cannot be embraced within the ordinary limits of a report, and the committee, therefore, content themselves in the discharge of their duty, by a reference to a few historical facts, and an allusion to some of the arguments which have satisfied their own minds that it is wise and expedient to provide, by law, for an exploring expedition to the Pacific ocean and South seas.

Such an expedition has been an object of solicitude with a large number of intelligent and enterprising citizens, for many years past, and has been repeatedly urged upon the attention of Congress by petitions and memorials from those whose interests were most directly concerned—by resolutions and other expressions of opinion of legislative bodies and assemblies of citizens in several of the states, and by reports from the Navy Department and messages from the Executive of the United States.

Eight years since this subject was examined by a committee of the House of Representatives, and specially referred to the consideration and attention of the Navy Department. That department had looked with anxiety to our commerce in the Pacific, and required from our naval officers such reports respecting its extent and condition, as might be a safe guide in discharging the obligation of the government to protect it. These reports confirmed the views which had been previously entertained, and prepared the department to urge the measure upon the favourable consideration of Congress.

At the subsequent session renewed attention was paid to it, and a bill was proposed, but did not become a law. In consequence of its failure, two resolutions were passed by the House, declaring it expedient that one of the small public vessels be sent to the Pacific ocean and South seas, to examine the coasts, islands, harbours, shoals, and reefs, in those seas, and to ascertain their true situation and description; and requesting the President to send such a vessel and afford such facilities as might be within the reach of the Navy Department, to attain the objects proposed, provided it could be done without prejudice to the general interest of the naval service, and without further appropriations during the year. Suitable attention was paid to the duty assigned by these resolutions, and what had been done communicated to Congress at the subsequent session, at which a bill passed one house of Congress to carry the object into execution, but was lost by causes which it is not now necessary to explain.

From that period until the last session, there was no important movement or action upon the subject. At that time a committee of the house, after full inquiry, made a report in favour of the expedition, which is worthy the attention of those who desire to form a well-advised opinion upon the measure proposed.

The committee think it proper to annex to their report, as a

part thereof, and for the better illustration of the subject, the several reports and other documents to which they refer.

The duty of Congress to extend, secure, and protect every portion of our commerce, has long since ceased to be matter for debate. There is but one opinion upon that point. This duty becomes more imperative, in proportion to the value of any particular portion, and the difficulties and dangers to which it is subjected.

No part of the commerce of this country is more important than that which is carried on in the Pacific ocean. It is large in amount. Not less than \$12,000,000 of capital are invested in and actively employed by one branch of the whale-fishery alone; and in the whole trade there is, directly and indirectly, involved not less than fifty to seventy millions of property. In like manner from 170 to 200,000 tons of our shipping, and from 9 to 12,000 of our seamen are employed, amounting to about one tenth of the whole navigation of the Union. Its results are profitable. It is, to a great extent, not a mere exchange of commodities, but the creation of wealth, by labour, from the ocean. The fisheries alone produce, at this time, an annual income of from five to six millions of dollars; and it is not possible to look at Nantucket, New Bedford, New London, Sag Harbour, and a large number of other districts upon our Northern coasts, without the deep conviction that it is an employment alike beneficial to the moral, political, and commercial interests of our fellow-citizens.

It is a nursery for seamen for which no substitute can be found; eminently fitted to form precisely such men as the nation requires for times of trial and struggle. The voyages are long; every climate is encountered; every sea, calm or tempestuous, is traversed, and a discipline and subordination enforced, which create a class of men unsurpassed, if they are equalled, by any who have ever made the ocean their dwelling-place. They are adventurous and persevering—hardened by toil and danger—bold, watchful, and skilful. If the encouragement and protection of government

should be extended to any portion of our citizens, these have claims which cannot be overlooked. It is to this view of the subject that the Committee on Naval Affairs have directed their most anxious attention.

The commerce of the Pacific may be greatly extended in all its departments. Of the rapidity of its growth there is abundant evidence in the records of the departments of our government, and the theatre for its enlargement is most ample ; but it requires aid and encouragement.

No part of our commerce is so much exposed to hazard and peril. That portion of the globe is less known, and the ocean more filled with dangers than any other that our seamen visit. There are hundreds of islands, reefs, and shoals, unmarked upon any chart, and unknown to common navigators. Their location, situation, facilities for commerce, are yet to be explored and exhibited to the world. Many of those islands are inhabited by savages, who render access to them dangerous, and whom it is the duty of the government to conciliate. The loss of property and life in that region has been immense. The committee refer to the accompanying documents to illustrate some of the facts upon these points ; and they do not hesitate to believe that an examination of them will satisfy the senate of the policy and necessity of the measure which they propose.

But the committee have also been influenced by other considerations, connected with the duty which the government and the nation owe to its own character, and the common cause of all civilized nations—the extension of useful knowledge of the globe which we inhabit. Every other nation, which possesses either a commercial or military marine, has made contributions to this knowledge, which have benefited the rest of mankind, and given to themselves the most enviable of all kinds of national glory ; and, by unanimous consent, those who are engaged in it are freed from the perils of war, and receive, even from the hands of enemies,

protection, countenance, support; a homage paid by Christian nations to science, knowledge, and civilization. It is, in truth, an employment of peace and humanity.

Enterprising, beyond all others, as our own citizens are, much as they have individually given to this cause, the nation and government have yet contributed nothing. The committee believe that this state of things should no longer exist, but that an effort should now be made on a scale commensurate with the value of the object. And they look to the Pacific ocean and South seas as the proper theatre for exertion. They are less known than other portions of the great deep; they are filled with more difficulties and dangers; greater and more splendid and profitable results may be anticipated there than elsewhere; and the theatre is peculiarly our own, from position and the course of human events. Christian and civilized Europe, in the spirit of discovery and enterprise, gave our continent to the world; we may repay them, in part, by a more accurate knowledge of the still unexplored regions of the southern hemisphere.

The committee recommend an expenditure which shall be entirely equal to the importance of the enterprise, and afford the best security for success, and for those practical results which shall be most honourable and useful. The expedition should be naval in its character; a portion of the means under the control of the Navy Department should be applied to it, and it should be fitted out and conducted under its auspices. The committee think it ought to consist of two vessels of about two hundred tons burden, for exploration; one, of about one hundred tons, as a tender; and a store or provision ship of competent dimensions; and these accompanied by a sloop of war, to afford protection, and secure peaceful and friendly relations with the inhabitants of the islands. The smaller vessels may either be purchased, or built of materials which are in our navy yards, and a large proportion of the expense may be met by our naval means and facilities, without the slight-

est encroachment upon the interests of the service. It should be attended, also, by naval officers and citizens well qualified in the appropriate departments of science, to bring back the most accurate results of the examinations which may be made.

But the committee do not think it necessary or expedient to prescribe, in the law which may be passed, either the dimensions or the character of the vessels, or the number and qualifications of the persons who shall be employed; nor can they exhibit, by precise estimates, the exact sum which shall be expended. These are matters which must, to some extent, be left to the discretion of the Executive, who will carry the will of Congress into execution. If the amount which shall not be exceeded be fixed by the law, no possible evil can result. Every imaginable motive which can influence the preparation for, and prosecution of, the proposed enterprise, will be on the side of economy and efficiency.

The Committee report a bill to authorize an expedition.

[No. 12.]

REPORT, AMENDMENTS,
AND FINAL PASSAGE OF THE BILL,
AUTHORIZING THE
SURVEYING AND EXPLORING EXPEDITION
TO THE
PACIFIC OCEAN AND SOUTH SEAS.

The Committee on Naval Affairs in the senate were unanimous in their report, made March 21, 1836. The committee was composed of the

Hon. SAMUEL L. SOUTHARD, of New Jersey, chairman,
Hon. N. P. TALLMADGE, of New York,
Hon. JOHN BLACK, of Mississippi,
Hon. ASHER ROBBINS, of Rhode Island,
Hon. ALFRED CUTBERT, of Georgia.

The following abstract, taken from the journal of the senate and house of representatives, will afford a concise history of the passage of the bill through both branches of congress.

IN SENATE, *March 21.*

Mr. Southard, from the Committee on Naval Affairs, to whom was referred a memorial from sundry citizens of Connecticut, interested in the whale fishery, praying that an exploring expedition may be fitted out to the Pacific Ocean and South Seas, made a report, accompanied by a bill, to provide for an exploring expedition.

The bill was read, and passed to the second reading.

Ordered, That the report be printed, together with the accompanying documents.

Ordered, That the Committee on Naval Affairs be discharged from the further consideration of the memorial of Edmund Fanning.

IN SENATE, April 26.

On motion by Mr. Southard, the senate proceeded to consider, as in Committee of the Whole, the bill making appropriations for the naval service for the year 1836; and, after progress, on motion by Mr. Calhoun,

Ordered, That it lie on the table.

April 27.

On motion by Mr. Southard, the senate resumed, as in Committee of the Whole, the consideration of the bill, entitled "An act making appropriations for the naval service for the year 1836," together with the amendments reported thereto; and the bill having been amended, it was reported to the Senate.

On the question to concur in the following amendment, viz: section one, lines seven and eight, strike out "one million nine hundred and seventy-four thousand one hundred and seventy-eight dollars and ninety-one cents," and insert "*two millions four hundred and ninety-two thousand and forty dollars and forty-one cents.*" It was determined in the affirmative—yeas 37, nays 5.

On motion by Mr. Hill, the yeas and nays being desired by one-fifth of the senators present, those who voted in the affirmative, are: Messrs. Benton, Black, Brown, Buchanan, Clayton, Cuthbert, Davis, Ewing of Illinois, Goldsborough, Grundy, Hendricks, Hubbard, King of Alabama, Knight, Leigh, Linn, McKean, Mangum, Morris, Nicholas, Niles, Porter, Prentiss, Preston, Rives, Robbins, Robinson, Ruggles, Shepley, Southard, Swift, Tipton, Tomlinson, Walker, Webster, White, Wright.

Those who voted in the negative, are: Messrs. Ewing of Ohio, Hill, King of Georgia, Moore, Naudain.

The other amendments being concurred in, on the question, "Shall the amendment be engrossed, and the bill read a third time?" It was determined in the affirmative—yeas 41, nay 1

On motion by Mr. Hill, the yeas and nays being desired by one-fifth of the Senators present, those who voted in the affirmative, are: Messrs. Benton, Black, Brown, Buchanan, Calhoun, Clayton, Cuthbert, Davis, Ewing of Illinois, Ewing of Ohio, Goldsborough, Grundy, Hendricks, Hubbard, King of Alabama, King of Georgia, Knight, Leigh, Linn, McKean, Mangum, Moore, Morris, Naudain, Nicholas, Niles, Porter, Prentiss, Preston, Robbins, Robinson, Ruggles, Shepley, Southard, Swift, Tipton, Tomlinson, Walker, Webster, White, Wright.

Mr. Hill voted in the negative. So it was

Ordered, That the amendments be engrossed, and the bill read a third time.

This bill (No. 53) originated, as is usual, in the lower house, and contained provisions for the naval service for the year 1836. To it, various amendments were made in the senate, the last of which provided for the expedition, and was as follows:

And be it further enacted, That an exploring expedition to the Pacific Ocean and South Seas be, and the same is hereby, authorized and directed; and that the President of the United States be, and he is hereby, authorized to prepare and send out for that purpose a sloop of war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the said expedition efficient and useful.

And be it further enacted, That the use of so much of the appropriations for the support of the navy, and of the means and facilities under the control of the Navy Department, as may be necessary and proper for that object, be, and the same is hereby, authorized; and, in addition thereto, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated.

HOUSE OF REPRESENTATIVES, *April 28.*

The amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836," were read, and referred to the Committee on Naval Affairs.

May 4.

Mr. Jarvis, from the Committee on Naval Affairs, to which were referred the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service of the United States for the year 1836," reported the same with amendments.

Ordered, That the said amendments be committed to the Committee of the whole House on the state of the Union.

A motion was then made by Mr. Jarvis, that the house do resolve itself into a Committee of the whole House on the state of the Union, for the purpose of proceeding in the consideration of the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836."

A motion was made by Mr. Vinton, that the house do adjourn. And the question being put, it was decided in the negative—yeas 59, nays 78.

The question was then put on the motion made by Mr. Jarvis; when a quorum did not vote.

A motion was then made that the house do adjourn; which was decided in the negative.

And the question was again put on the motion made by Mr. Jarvis; when a quorum did not vote.

And then the house adjourned (at five o'clock P. M.) until tomorrow, ten o'clock in the forenoon.

May 5.

The house, by consent, resolved itself into a Committee of the whole House on the state of the Union; and, after some time spent therein, the Speaker resumed the chair, and Mr. Mann, of New York, reported that the committee had, according to order,

had the state of the Union, generally, under consideration, particularly the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service of the United States for the year 1836," and that the committee had agreed to the first, third, fourth, tenth, twelfth, and thirteenth of said amendments, with an amendment to each; that the committee had agreed to the second, fifth, sixth, seventh, ninth, and eleventh, without amendment; and that the committee had disagreed to the eighth of the said amendments.

The house then proceeded to the consideration of the amendments of the senate to the said bill; when the second, fifth, sixth, seventh, ninth, and eleventh were concurred in; and the amendments reported from the Committee of the whole House on the state of the Union, to the first, third, fourth, tenth, and twelfth of said amendments, were concurred in by the house; and the said amendments were then agreed to as amended.

The house then concurred with the Committee of the whole House on the state of the Union, in its disagreement to the eighth amendment of the senate to the said bill.

And the question recurred on concurring with the Committee of the whole House on the state of the Union, in its amendment to the thirteenth amendment of the Senate.

And after debate, the hour fixed by the order of the 1st of April, for the consideration of bills relating to the District of Columbia, arrived; when a motion was made by Mr. Cambreleng, that the house do continue the consideration of the business before it, and that Saturday next be appropriated exclusively to the business of the District of Columbia; this motion was disagreed to by the house.

A motion was then made by Mr. Cambreleng, that the rules in relation to the priority of business be suspended, and that the execution of the special order for bills relating to the District of Columbia be postponed during this day, and that the house do continue the consideration of the amendments of the senate to the

bill (No. 53) making appropriations for the naval service for the year 1836.

A motion was made by Mr. Mercer to amend this motion, by adding thereto as follows: "And that Monday next, after twelve o'clock, be assigned for business relating to the District of Columbia."

A motion was made by Mr. Graves to amend this motion to amend, by striking out "twelve o'clock," and inserting "one o'clock:" this amendment was disagreed to.

And the question was put on the motion to amend made by Mr. Mercer, and was decided in the negative.

The question was then put on the motion made by Mr. Cambreleng, when there appeared—yeas 114, nays 68. Two-thirds not voting in the affirmative, the motion was lost.

The house then, in execution of the order of the 1st of April, resolved itself into a Committee of the Whole House on the bill from the senate (No. 112) entitled "An act for the relief of the several corporate cities of the District of Columbia."

May 9.

The house resumed the consideration of the amendments of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836."

The question recurred, that the house do concur with the Committee of the whole House on the state of the Union, in its amendment to the thirteenth and last of the said amendments of the senate: and being put, it passed in the affirmative.

The said thirteenth and last amendment, as amended, is as follows:—Strike out all of the two additional sections added by the senate after the word "enacted," in the first of said additional sections, and insert as follows: "That the President of the United States be, and he hereby is, authorized, if in his opinion the public interest shall require, to send out a surveying and exploring expedition to the Pacific Ocean and South Seas; and for that purpose

to employ a sloop of war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the said expedition efficient and useful. And for this purpose, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated; and in addition thereto, if necessary, the President of the United States is authorized to use other means in the control of the Navy Department, not exceeding one hundred and fifty thousand dollars, for the objects required."

And on the question, that the house do agree to the said amendments, as amended, it passed in the affirmative—yeas 92.

The yeas and nays being desired by one-fifth of the members present, those who voted in the affirmative are,

Mr. John Quincy Adams	Mr. Hiram P. Hunt	Mr. George W. Owens
Jeremiah Bailey	Adam Huntsman	James Parker
Andrew Beaumont	Joseph R. Ingersoll	William Patterson
William K. Bond	Samuel Ingham	Franklin Pierce
Nathaniel B. Borden	William Jackson	Ebenezer Pettigrew
Matthias J. Bovee	Henry F. Jones	Lancelot Phelps
George N. Briggs	Daniel Jenifer	Stephen C. Phillips
Andrew Buchanan	Benjamin Jones	David Potts, jr.
John Calhoun	Andrew T. Judson	John Reed
William B. Calhoun	William Kennon	John Reynolds
Churchill C. Cambreleng	Daniel Kilgore	Joseph Reynolds
George Chambers	George L. Kinnard	Ferdinand S. Schenck
Thomas Corwin	Amos Lane	William B. Shepard
John Cramer	Gerrit Y. Lansing	William N. Shinn
Joseph H. Crane	John Laporte	Nicholas Sickles
Caleb Cushing	Abbott Lawrence	Jonathan Sloane
Edward Darlington	Gideon Lee	David Spangler
Ulysses F. Doubleday	Joshua Lee	William Sprague, jr.
Horace Everett	Levi Lincoln	Bellamy Storer
John Fairfield	Henry Logan	Joel B. Sutherland
Dudley Farlin	Francis S. Lyon	John Taliaferro
Samuel Fowler	William Mason	Francis Thomas
Rice Garland	Moses Mason, jr.	Isaac Toucey
Francis Granger	Samson Mason	Aaron Vanderpool
George Grennell, jr.	Jonathan McCarty	Samuel F. Vinton
Elisha Haley	Thomas M. T. McKennan	Daniel Wardwell
Thomas L. Hamer	Isaac McKim	George C. Washington
Samuel S. Harrison	Charles F. Mercer	Joseph Weeks
William S. Hiestor	Jesse Miller	Elisha Whittlesey
Samuel Hoar	John J. Milligan	Thomas J. Whittlesey.
Elias Howell	Matthias Morris	

There were sixty votes in the negative; some, as alleged, because they had not time to make themselves sufficiently acquainted

with the merits of the measure in detail; others, because they considered that the government had the power to keep a portion of our vessels thus employed, without any special act on the part of congress. It would be unjust, therefore, to put down, as opposed to the expedition, all those who voted in the negative.

In all legislative bodies, a great deal occurs which never becomes matter of record. It was so in this instance. The bill, with amendments from the senate, had been referred to the Committee on Naval Affairs in the house. The sections providing for the expedition, it will be seen, were so altered by that committee, as to leave the whole matter to the discretion of the executive. The friends of the measure adopted this modification, though much opposed to it in form. They had no apprehensions of the object being defeated, on account of its being left to the discretion of the executive. They knew our interests required the expedition; and that was a sufficient guaranty that it would be sent.

It was late in the afternoon of the 4th of May, when the amendment was taken up. Considerable opposition was manifested. The whole appropriation for the naval service was now suspended on this item, and many public considerations required its passage with the least possible delay. A delay of some ten days did occur. It were easy to show, however, that the friends of the expedition were not responsible.

For the avowed object of expediting business, a motion was now made to strike out the clause providing for the expedition. Mr. Vinton, of Ohio, was the first to take the floor in opposition to this motion. Messrs. Hamer, Storer, and others of the same delegation, were on their feet at the same time, against the motion to strike out, and in favour of the expedition. It was now apparent that a full discussion was inevitable; so the house adjourned.

Business connected with the District next came up as special orders of the day, and occupied the house until the 9th of May, when the subject of the expedition was again taken up. An

animated discussion followed; the more interesting, as it embraced the whole merits of the question.

Messrs. Hawes, of Kentucky, Patton, of Virginia, and Dickerson, of New Jersey, spoke against the bill. Their speeches have not been reported.

Messrs. Vinton and Hamer, of Ohio, and Messrs. Reed and Philips, of Massachusetts, spoke in favour of the measure. The speeches of Messrs. Vinton and Philips have not been reported. The first was concise, but decisive, and much to the point; the latter was more elaborate, and evinced great familiarity with our commercial interests in the Pacific Ocean and South Seas. That of Mr. Reed was such as might have been expected from the representative of a district largely engaged in the whale fishery. Mr. Hamer addressed the house at length.

“He said he concurred, to a great extent, in the views of the gentleman from Virginia, (Mr. Patton,) who had just taken his seat. He was of opinion, and had so expressed himself the other day when this subject was before the house, that each department of the government ought to act independently, and upon its own responsibility. Each branch, whether legislative, executive, or judicial, ought to manfully meet and settle every question presented to it, without attempting to shrink from its duty, or to shift responsibility from its own shoulders upon any other department. The senate had thus acted in reference to this subject, whilst the amendment now proposed by the Committee on Naval Affairs of this house referred the whole question to the discretion of the President of the United States. He had as much confidence in the wisdom, intelligence, and patriotism of the Chief Magistrate as any gentleman; but he thought we ought to decide this question ourselves. He, therefore, preferred the original amendment of the senate to the modification of our committee. He had, however, conversed with several friends of the appropriation, who seemed inclined to acquiesce in the present amendment, and he

should so far yield to their wishes, as not to interpose any strenuous opposition to the views of the Naval Committee. If a majority of the house were disposed to adopt it in this shape, he would not insist upon the original proposition.

“He was the more inclined to yield to this amendment, because he believed the effect would be precisely the same. The expedition would be sent out, under either provision. The last seven years had shown, that under no previous administration had maritime interests been more kindly cherished and thoroughly protected than they had been under the care of the enlightened and patriotic chief who now presided over the executive department of our government. He, who had been always alive to the interest and honour of his country, would be neither insensible to the advantages of this expedition, nor slow in the execution of a trust reposed in his discretion.

“This measure had been objected to, as novel and extraordinary in its character. Gentlemen had not examined the subject, he thought, who made these objections. Almost every nation in Europe had, at one time or other, sent out similar expeditions. France, England, Russia, and Prussia, as well as several of the secondary nations of Europe, had authorized such expeditions. He would go no further back than the voyage of Christopher Columbus, who had three hundred years ago discovered a new world, and conferred such important benefits upon the whole human race. His was by no means the first voyage of the kind; but from that day down to the present, similar expeditions for discovery, exploration, and survey, both by sea and land, had been set on foot, by the civilized nations of the old world, and had, in almost every instance, resulted most beneficially, not only to the authors, but to the whole family of nations. The information thus acquired was thrown into the common stock. It was published for the benefit of all; and no nation was more ready to seize upon the results of these discoveries, and turn them to its own advan-

tage, than ourselves. It was known to every man who had examined the subject, that our mariners were navigating the ocean, almost exclusively, by the aid of charts furnished us by foreigners. The immense amount of wealth daily flowing into our country from foreign commerce, owed its security, amidst the dangers of the great deep, to the information we had derived from the explorations and surveys made by others, in former times, as well as in the present age. The expedition was not novel, therefore, nor was it at all extraordinary.

“It had been pronounced a visionary project, and one gentleman had compared it to an expedition to the moon. He was surprised to hear gentlemen indulge in the use of such language. They surely had misapprehended the meaning of the term “exploration,” as used upon this occasion. The expedition, so far from being visionary, was one of the most practical kind that could well be imagined. It was sent out, not so much to discover new islands and continents, as to explore and examine those which were already known. It was, in a great measure, to collect information, and embody it in such a form, as would enable our hardy and enterprising countrymen to navigate those seas, and to prosecute their labours in safety. If any gentleman, who entertained such opinions, would look into the documents upon our tables, connected with the subject, he would be convinced that it was one of the most practical affairs that had been proposed during the present session of congress. It had been asked for by practical men, and recommended by many who had themselves sailed in those seas, and were personally acquainted with the imminent perils which had to be encountered in such voyages. These men were not likely to be carried away by wild and visionary schemes; and when the measure had their decided approbation, it would be well for gentlemen to pause before they gave it an unqualified denunciation.

“Some gentlemen seemed to question our constitutional authority to send out this expedition. He had no doubts upon that subject.

The power was to be found in that clause of the constitution which allows us to regulate commerce with foreign nations and among the several States. It was under that clause of the constitution, he said, that we now had Mr. Hassler, with his splendid apparatus and scientific *corps*, engaged in surveying the whole maritime coast of the nation. No one doubted our authority to do this; and the most important and useful results were likely to follow the surveys. Among others, he would name the recent discovery of a channel at the city of New York, about two feet deeper than any one known to the oldest inhabitants, or to the most experienced and skilful pilots upon that coast. It was under this clause of the constitution those surveys were progressing; and if we had a right to survey and note upon charts the channels, the rocks, quicksands, and islands along our own coast, because our vessels were engaged in navigation among these dangers, why could we not make similar examinations, with the same object, in any seas which were frequented by our vessels? In principle, there was no difference. The safety of our commerce was the object in each case, and the mode of affording that safety was not varied.

“We had never sent out such an expedition upon the ocean, although our public vessels were instructed to collect all such commercial information as might fall within the range of their observation, and to preserve it for the public benefit. But we had had several such by land, to the great interior of this continent. Every gentleman would recollect the expedition of Lewis and Clarke to the Rocky mountains. What was the object of that expedition? It was to acquire information with regard to an unknown region of country; to open an intercourse with the natives; to ascertain the natural resources of the country, and to promote the interests of science. By reference to the instructions which were drawn up by Mr. Jefferson himself, it would be seen that they were to notice the soil and face of the country; its

vegetable productions, especially those unknown in the United States; and the present races of animals, as well as remains or accounts of those supposed to be extinct, were deemed worthy of observation. The mineral productions of every kind were to be noted; limestone, coal, saltpetre, salines and mineral waters, remarking the temperature and character of the latter, were all commended to their notice. To these were added volcanic appearances, climate, and the proportions of clear and cloudy weather; rain, hail, snow, ice, and frost, at different seasons; particular birds, reptiles, and insects; and the latitude and longitude of important places.

“They were further instructed to hold intercourse with the natives, and to impress them with the position, extent, character, peaceable and commercial dispositions of the United States, and of our inclination to hold friendly intercourse with them.

“Such were the directions given by that great and good man, Thomas Jefferson. The expedition which he sent out was exactly such a one as we now propose to send, except that one went into a wilderness almost entirely unknown to our people, and the other was to go into seas that were partially known to them, it is true, but whose rocks and reefs were not known, either to our navigators, or to those of any other nation. The instructions to Long, in 1822, were similar to those given to Lewis and Clarke. Indeed, Mr. Monroe refers to the instructions given to them, and directs Major Long to be governed by them in his tour. The expedition of Mr. Featherstonhaugh, the geologist, sent out to Arkansas during the last year by our government, was instituted for similar purposes.

“The practice of the government had therefore given a construction to the constitution, such as we now claimed for it. The right to make these explorations, both by sea and land, had been claimed and exercised in numerous instances, and the authority to make them could not well be doubted. At this moment, whilst we were discussing the question, Mr. Hassler was executing charts from the

materials he had collected along our coast during the past summer, and it would be a most singular position to assume, that, although we could require him to survey and note all the reefs and islands within sight, or within one hundred miles of our coast, because the commerce of the country was carried on through this space, yet we could not send him, for the same purpose, to another part of the ocean, equally occupied by the public armed and private merchant vessels of the United States. The ocean was the common property of all nations; and each had an equal right to navigate its waters. Every part of the ocean was within our jurisdiction; and we had the same authority to make surveys in the South Seas, that we had to make them along our own coast. Wherever the commerce of the country now exists, or is likely to be extended, we have the right to send protection and information. It is for these purposes that we annually send vessels and squadrons into the Mediterranean and other seas, bearing the national colours, and demanding national respect. How, then, could a distinction be drawn between this case, and one which limits the surveys to our own shores? Such a position was wholly indefensible; and he would dismiss this branch of the subject without any further remarks.

“If we had the power, then, to send out the expedition, let us inquire if it be expedient to do so. Who is to be benefited by it? What portion of the country desires it? If the interest of any considerable class of individuals require it; or if it be necessary to any considerable portion of our common country, having the power and the means to accomplish it; we ought to do it without hesitation. We owe protection to all classes of our citizens, and to every part of our country; and this protection should be afforded, not only freely and impartially, but it should be extended to each one according to his own peculiar wants and condition.

“He did not believe with some gentlemen, that one great object of an American statesman was to get as much money as possible

out of the public treasury, to be expended in his own region of country, or among his constituents. That principle would render our legislation little else than a pitiful scramble for the public money. On the contrary, he viewed this great republic as one and indivisible. He did not look forward to a day when it would be split up into a number of confederacies; and, in anticipation of such an event, busy himself to get as much as possible of the common funds appropriated to his section of the country, in advance. He held that no man, or set of men, could dissolve this Union. The great mass of the American people were devoted to it, and they would not permit its dissolution. He did most solemnly believe, that if it were dissolved to-day, in less than three months the people would have another constitution formed, and in full operation; and they would politically destroy any man or set of men who should attempt to prevent the reunion. The country was made to be united; the people felt it to be their interest to remain so; and he would repeat what he had before said, that this country was one and indivisible, and would remain so for generations to come, in spite of all the efforts of selfish, designing, or disaffected politicians to seduce the people from their allegiance, or to weaken the attachment they owed to their common country. Viewing things in this light, he had uniformly voted for whatever appeared to him to be required in any part of the country. Appropriations often seemed to be of local character, and were so in some respects; yet, when properly considered, they were of national character and of general utility. Thus, a custom-house in Baltimore, New York, or Boston, belonged as much to him and his constituents, as it did to the persons who resided in those cities, or to the gentlemen who represented them on that floor. They were necessary to aid in the collection of the revenue, which supported the government; and they were placed at those particular points, because it was most convenient for the commercial community, and for the whole people, that they should be thus located.

So of navy yards, light-houses, forts, arsenals, dock yards, and harbours. They were all national ; they belonged to his constituents as much as to any one else ; and he voted for their construction and improvement with the same cheerfulness and liberality that he voted for an appropriation to remove obstructions from the great rivers in the Mississippi valley, to improve the harbours upon the great inland seas of the north-west, or to fortify and defend the western and south-western frontiers. When he voted for such appropriations for the Atlantic coast, he did not feel that he was making a donation to the states and cities on this side of the mountains ; nor did he believe that any liberal-minded statesman along the seaboard thought, when he voted for expenditures beyond the mountains, that he was giving away money to the West. Such views were narrow and illiberal. The only true rule was, to give whatever the public interest required, at any and at every point, interior and exterior. There could then be no just cause of complaint ; and the industry and enterprise of the people, aided by such appropriations, would produce general happiness and prosperity throughout all our borders.

“ Recurring then to the question propounded, what interest was it that required this expenditure ? According to the best information he had been able to collect, the capital invested in the whale and seal fisheries alone, in those seas, amounted to some fifteen or twenty millions of dollars. The number of vessels was not less than four hundred ; constituting one-tenth of the whole tonnage of the United States. The number of seamen employed in this service was at least ten thousand. The annual value of the trade was probably six or eight millions, which was so much wealth extracted from the ocean by the enterprise of our people, and added to the common stock of the whole nation. This capital, and these men, deserve protection. The exposure is uncommonly great in these seas. They abound with shoals, rocks, and islands, not known to navigators, because they are not recorded upon any

chart now in existence ; whilst many of those which are marked, are so incorrectly placed, that they mislead the sailor, who suddenly finds himself shipwrecked in an unknown sea, far from the haunts of civilized man, and destined to become a prey to the cruel and remorseless savages who inhabit the islands ; or to endure all the horrors of starvation upon some steril rock which lifts its head above the surface of a boundless sea.

“ Such catastrophes were of frequent occurrence. The loss of property and life in those regions had been immense. Still it did not deter our people from their employments ; they met every danger and encountered every peril, in pursuit of the monsters of the deep ; and it was hard, that whilst every other class of our population were protected by the government, such men as these should be neglected. He trusted it would no longer be so. There was one point of view in which this subject deserved our most serious consideration. The fisheries were the great nurseries of American seamen ; and when war overtakes us, these were the very men upon whom we must rely to fight our battles upon the ocean. They were as ready to brave the roar and carnage of an enemy’s broadside, or to wield the boarding pike under the star-spangled banner, as they were to pursue their mighty game amidst the dangers and perils of the great Pacific Ocean. Whether we considered their condition in peace or in war, they were a most useful and meritorious part of our citizens, and deserved the favour and protection of the government. Our seamen, who were engaged in the cod fisheries, had long been protected by the bounties allowed them upon the exportation of the produce of their labours ; but no such provision had ever been extended to these men. He saw no reason for such a distinction ; but it was to be hoped they would at least be aided by an improved chart of the theatre of their operations, and a demonstration of our power in those seas, which would make an impression upon the savages favourable to the future security of our mariners.

“Some gentlemen appeared to consider this an eastern measure. It was not so. The west had a deep interest in it. It was well known to all who resided in the great grain-growing states of the interior, that our principal difficulty was to find a market for the surplus productions of our fertile soil. Every thing that could supply the wants of man, that constituted the necessaries of life, grew up almost spontaneously, in the greatest abundance. But we had no market. We were continually racking our invention to find new and increased demands for our produce, and to open new avenues to the seaboard, so as to lessen the cost of transportation, and to increase competition among purchasers. This trade, which we now propose to foster, is daily increasing, and it furnishes a market already for a large amount of our surplus produce. This fleet of four hundred vessels could not go to sea without one hundred thousand barrels of flour; eighty or one hundred thousand barrels of pork and beef; forty or fifty thousand pieces of sail-cloth; eight or ten thousand tons of cordage; besides large quantities of corn, beans, and various other articles necessary to a long voyage. Have the states bordering on the Ohio no interest in such a market as this? Does not Kentucky want a market for her hemp? Do not Ohio, Indiana, and Illinois, want purchasers for their flour, pork, beef, and corn, which they all produce in such abundance? Assuredly they do; and it is chiefly to the manufacturing and commercial states, along the Atlantic, that they must look for the consumption of their produce, especially in time of peace. It was for our interest, therefore, in a pecuniary point of view, as a mere question of dollars and cents, to foster this trade, and to enlarge its capacity to consume the productions of the farming class of the great Mississippi valley. This consideration seemed to present the national importance of the measure more clearly to the mind; and finely illustrated what must be apparent to every reflecting man, that we could not extend the aid of the government in this country to any portion of the citizens

without producing some corresponding benefit to other, and often to very distant portions of our population.

“The expedition would not only perform a most valuable service by correcting the position upon the charts, of islands, reefs, and rocks, already known to exist; by discovering and noting others, of which we have no knowledge; but they would survey the coasts of the islands, and ascertain where there were harbours, in which ships might find shelter from storms; points at which wood, water, and refreshments could be obtained by our vessels engaged in this trade. Besides these duties, they would open friendly conferences with the natives; they would succeed, perhaps, in rescuing a number of prisoners, who were now undoubtedly among these islanders; the remnants of crews who had been shipwrecked along their coasts. The rescue of a husband and father, and his restoration to his disconsolate family, would be worth half the expense of the expedition; and the remainder would be covered by the redemption of some unfortunate son from his savage masters, and his return to the arms of a widowed mother. We might also succeed in impressing these people with a correct idea of the friendly and pacific policy of our government; our dispositions to hold amicable intercourse with them; and of our power and inclination to punish outrages committed upon our citizens.

“In addition to the intelligent naval officers who would superintend the movements of the vessels, a scientific corps would accompany the expedition. The duties to be performed were various, complicated, and arduous; and the success of the expedition would require this organization. The labours of the naval officers would embrace every thing essentially connected with their profession; an employment adequate to the highest intellectual efforts. To ascertain with accuracy the latitude and longitude of important places visited; to correct the position of reefs and islands upon the charts, and to give place to new ones; to explore harbours, and point out places for obtaining wood, water,

and provisions ; to make observations tending to throw new light upon the obscure laws which govern the magnet ; to open an intercourse with the natives, and to cause our flag to be known and respected in those seas : these and other kindred duties, requiring great prudence and capacity, with unusual skill and *professional* attainments, would furnish employments to the naval officers having charge of the squadron.

“ Upon the scientific *corps* other duties would devolve, no less arduous and important. He could not descend to details. It was sufficient to say, that the whole field of natural philosophy and natural history lay open before them. No part of it should be neglected ; for its objects entered largely into the elements of commerce, and had an acknowledged value among all civilized nations, and with all enlightened minds. The animal productions of those remote regions, whether inhabiting the land, the ocean, or the air, would require particular attention. The vegetable and mineral productions could not be overlooked. Every object connected with the present commerce, or calculated to open new channels for trade, would be journalized and preserved. The executive should be able to speak of this *corps* in the language of President Monroe’s instructions to Major Long : ‘ Great confidence is reposed in the acquirements and zeal of the citizens who will accompany the expedition for scientific purposes ; and a confident hope is entertained that their duties will be performed in such a manner, as to add both to their own reputation and that of our country.’ The two *corps*, thus selected and constituted, each filling its appropriate department, though blending and aiding each other in harmonious action, could not fail to acquire a mass of valuable information calculated to enrich our commerce ; to give new vigour to enterprise ; to enlarge the boundaries of science, and to increase our national renown by an additional wreath of glory.

“ This led him to notice some remarks that fell from the gentleman from Kentucky, (Mr. Hawes,) in relation to an individual who

had acted a prominent part with regard to this subject. He alluded to J. N. Reynolds, Esq., who, at the request of the Committee on Commerce, and by permission of this house, had delivered an able and eloquent address here, some weeks ago, in favour of the expedition. He did not believe the gentleman from Kentucky had heard the address. If he had, most, if not all, of his prejudices and objections would have been removed. Mr. H. said he had known Mr. Reynolds from his boyhood, and knew him well. He came from his neighbourhood in Ohio, where he was educated and studied the law. He was a man of as pure principles and fair character as any man upon that floor. His efforts in this cause had been wholly free from any selfish considerations; and in all he had done for the last seven or eight years to promote it, he had been actuated by those feelings of patriotism that should animate every American heart. He had no doubt, if the expedition were authorized, that Mr. Reynolds would be employed to accompany it; for he possessed more information with regard to those seas, and was every way better calculated to make the expedition what it ought to be, than any man within the circle of his acquaintance. He was in possession of all the facts which had been collected in reference to that portion of the globe which was to be examined and explored, and he possessed the entire confidence of all who knew him. His writings had attracted the attention of men of letters, and literary societies and institutions had conferred upon him some of the highest honours they had to bestow. Still this gentleman, who was an honour to Ohio and to our whole country, might not accompany the expedition. But that fact would have no influence upon his course. Mr. H. was authorized to say, that his zeal for the success of the measure, and for the interest of the expedition, would continue unabated; and whatever he could do to insure its prosperous termination, would be cheerfully performed. Thus much he felt himself bound to say in defence of his friend; who, although the gentleman did not mean to assail him, might

suffer in public estimation from the remarks which had been made, if they remained entirely unanswered.

“What were the evidences of public opinion in favour of this expedition? In a government like ours, public opinion was every thing. It was proper that it should be so. Enlightened public opinion was always right; and it was a great moral lever which, in a good degree, now governed the civilized world; and the time was rapidly approaching when it would be completely triumphant in all the political movements that took place in this country.

“This measure had been asked for by the whole commercial and navigating community, so far as they have expressed an opinion. The members of the legislatures of eight different states have, within a few years past, recommended it to our favourable consideration: New York, New Jersey, Rhode Island, Pennsylvania, Maryland, Virginia, North Carolina, and Ohio, had, in this manner, decided in its favour. Many of the commercial towns and cities had petitioned for it. The East India Marine Society of Massachusetts, all of whose members, by the constitution, must have personally doubled either Cape Horn or the Cape of Good Hope, had sent us a pressing memorial in its favour. This document was entitled to great weight. It came from gentlemen who had experience, combined with intelligence, upon this subject. They had personally seen and braved the dangers which everywhere meet the navigator who penetrates into the regions, which it would be the business of this expedition to explore and describe. To their testimony might be added that of two of the most able and experienced commanders in the American navy, Commodore Downes and Captain Jones. Their letters were among the documents upon our tables. They were valuable for more purposes than one; they refuted the idea advanced by some, that our ordinary squadron sent out to the Pacific to protect the trade of our citizens, could accomplish all that was desirable. Speaking of this subject, Commodore Downes says, ‘An expedition fitted out.

for the purpose of improving our knowledge of the hydrography of those seas, has often been the subject of my reflections. As the representative of a district largely engaged in the whale fishery, you (Mr. Reed) must frequently have seen from the reports of masters of vessels engaged in that business, accounts of new islands and reefs being frequently discovered, and which are either not laid down on the charts, or so erroneously marked, that they can give no security to the mariner. It is probable that not less than five hundred of these islands and reefs have been marked with sufficient accuracy by our whalers, sealers, and traffickers, of one kind or another, to enable an expedition to examine the most important of them, without much loss of time in seeking their positions. This will enable the discovery vessels to do more, in less time, than has probably ever been effected by a similar enterprise from any other country. The accounts given of the dangers and losses to which our shipping is exposed by the extension of our trade into seas but little known, so far, in my opinion, from being exaggerated, would admit of being placed in bolder relief, and the protection of government implored in stronger terms. I speak from practical knowledge, having myself seen the dangers, and painfully felt the want of the very kind of information in the guidance of a vessel in those seas which our commercial interests so much need, and which I suppose would be the object of such an expedition as is now under consideration before the committee of congress to give. *Indeed, the whole of this business, it seems to me, is a plain and practical affair.* The commerce of our country has extended itself to remote parts of the world; is carried on around islands and reefs not laid down on the charts, among even groups of islands, from ten to sixty in number; abounding in objects valuable in commerce, but of which nothing is known accurately; no, not even the sketch of a harbour has been made; while of such as are inhabited, our knowledge is still more imperfect. It would seem to require no argument to prove that a

portion of our commerce might be rendered more secure, and probably greatly increased, by vessels sent properly prepared to examine such islands.' Such is the language of this practical and able officer. In the letter of Captain Jones to Mr. Reynolds, we have the following sentiments :

“ ‘ My recent cruise to the Pacific Ocean, in the course of which I spent some time among the Society, Sandwich, and other islands, afforded me a good opportunity of seeing, in partial operation, most of the branches of commerce, the advantages of which you so clearly demonstrated in your address to the Committee on Naval Affairs.

“ ‘ That there is a great field open for national enterprise in the region to which you have invited the attention of the American people, cannot be *doubted* ; and I accord most heartily with you, that such a voyage as you contemplate would open to our commercial, and of course national interests, sources of great wealth, which cannot be brought into action without the protecting aid of government.’ Such are the opinions of another intelligent and experienced naval officer, who is intimately acquainted with the whole subject.

“ Now, sir, the gentleman from Kentucky, (Mr. Hawes,) I expect, was never out of sight of land in his life ; he resides far in the interior, and has not devoted much time to the examination of this question ; and yet he sets up his opinion in opposition to these gentlemen, and pronounces the whole scheme to be useless to the country, and perfectly visionary. Let me ask the gentleman to pause before he takes such strong ground, and review his opinions. He may find good reason to retract what he has heretofore believed, and to become the advocate of a measure which rallies such able men to its support.

“ It has been said in the course of the discussion, that this subject is new to us, and we want more information before we act definitively in relation to it. Are gentlemen aware that in 1827, '28,

resolutions passed this house authorizing this expedition? Such is the fact, and want of funds alone prevented it from being sent out the following summer. At the succeeding session of 1828, '29, a bill passed this house directing the expedition, and was sent to the senate, where it was not acted upon, for want of time. At the present session, the senate had passed the appropriation, almost unanimously; and it now remained for us to do our duty in that manner which became the representatives of a great people. We have had this subject before congress for eight years. It has twice been adopted by the house, and once by the senate of the United States; and yet, with all these evidences of its utility and importance, gentlemen rise in their places, and gravely pronounce it to be a hair-brained and visionary scheme, not deserving our serious examination! Such imputations were unmerited; and he hoped, upon further reflection, their injustice would be seen and acknowledged.

“He thought he had shown that this expedition was not new, and that various similar ones had been organized both in Europe and in this country. Neither was it unconstitutional, for its chief object was to aid in the regulation, promotion, and security of our foreign commerce. The expense would be trifling, compared with the wealth and power of this nation, and the magnitude and importance of the objects to be accomplished. It was due to the commercial community and the navigating interest as a measure of justice, and would be beneficial to all classes of our citizens. Upon what principle, then, could we refuse it? Should it be said that we, who were the second, if not the first, commercial nation in the world, must continue to navigate the ocean with the defective charts furnished us by foreigners? It was notorious that we were now doing so. It was humiliating to think of it. If we deducted from the commercial marine of Great Britain, our only rival upon the seas, the amount of tonnage they employed in the coasting trade, which did not engage in her foreign commerce, we had

probably the largest commercial marine afloat upon the ocean. Supposing this to be so, we were now the first commercial people upon the globe; and the amount of capital invested in this branch of national industry was daily increasing. Should it be said that we were so penurious, so illiberal, or so destitute of skill and enterprise, as not to extend adequate protection to our valuable and adventurous citizens who had embarked in this trade? Would this reproach be just? He did not believe it. He was satisfied that the intelligence of the country expected us to act promptly and liberally upon this subject; and that every consideration of wisdom, justice, and sound policy, which could operate upon an American statesman, required us to make this appropriation."

The bill, as amended, had now passed the house, and only wanted the concurrence of the senate to become a law.

The next day, May 10th, the amendment as amended by the house, came up in the senate. After some conference among the friends of the measure, comprising, with one or two exceptions, every member of the senate, all the amendments of the house were concurred in, excepting part of the following amendment made by the house:

"The President of the United States be, and he hereby is, authorized, *if, in his opinion, the public interest shall require*, to send out a surveying and exploring expedition to the Pacific Ocean and South Seas: and for that purpose to employ a sloop of war, and to purchase or provide such other small vessels as may be necessary and proper to render the said expedition efficient and useful; and, for this purpose, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated out of any money in the treasury not otherwise appropriated; and, in addition thereto, if necessary, the President of the United States is authorized to use other means in the control of the navy department, not exceeding one hundred and fifty thousand dollars, for the objects required."

At the instance of Mr. Linn, of Missouri,

Mr. Southard moved to strike out so much of the above amendment as is contained in the following words: "*if, in his opinion, the public interest shall require.*"

On this proposition, Mr. Hill asked for the yeas and nays; which were ordered; and the question being taken on Mr. Southard's motion, it was decided as follows:

YEAS—Messrs. Benton, Black, Clay, Clayton, Davis, Ewing of Ohio, Grundy, Hendricks, Hubbard, Kent, Knight, Leigh, Linn, Naudain, Niles, Prentiss, Rives, Robbins, Ruggles, Shepley, Southard, Swift, Tallmadge, Tomlinson, Walker, White—26.

NAYS—Messrs. Hill, King of Georgia, Wright—3.

The amendment of the house, as amended, was then concurred in.

HOUSE OF REPRESENTATIVES, May 10.

The house proceeded to the consideration of the amendment of the senate to the amendment of the house to the thirteenth amendment of the senate to the bill (No. 53) entitled "An act making appropriations for the naval service for the year 1836."

The amendment of the house to the said thirteenth and last amendment of the senate, is as follows:

Strike out all of the two additional sections added by the senate, after the word *enacted*, in the first said additional sections, and insert as follows: "That the President of the United States be, and he hereby is, authorized, *if, in his opinion, the public interest shall require*, to send out a surveying and exploring expedition to the Pacific Ocean and South Seas, and for that purpose to employ a sloop of war, and to purchase or provide such other smaller vessels as may be necessary and proper to render the said expedition efficient and useful; and for this purpose, the sum of one hundred and fifty thousand dollars be, and the same is hereby, appropriated, out of any money in the treasury not otherwise appropriated; and, in addition thereto, if necessary, the President of the United States

is authorized to use other means in the control of the Navy Department, not exceeding one hundred and fifty thousand dollars, for the objects required."

The amendment of the senate to the said amendment is as follows: Strike out these words, viz: "*if, in his opinion, the public interest shall require.*"

The question was stated, that the house do concur in the said amendment of the senate.

And after debate, the previous question was moved by Mr. M'Kim, and being demanded by a majority of the members present,

The said previous question was put, viz: Shall the main question be now put?

And passed in the affirmative.

The main question was then put, viz: Will the house concur in the said amendment of the senate?

And passed in the affirmative.

The yeas and nays being desired by one-fifth of the members present, those who voted in the affirmative are—

Mr. John Quincy Adams	Mr. John Galbraith	Mr. Isaac McKim
Heman Allen	Francis Granger	Jesse Miller
William H. Ashley	James Harper	Matthias Morris
Jeremiah Bailey	Samuel S. Harrison	Henry A. Muhlenberg
Andrew Beaumont	Abner Hazeltine	George W. Owens
William K. Bond	Joseph Henderson	James Parker
Nathaniel B. Borden	William Hiester	Gorham Parks
Matthias J. Bovee	Samuel Hoar	William Patterson
John W. Brown	Benjamin C. Howard	Stephen C. Phillips
Andrew Buchanan	Joseph R. Ingersoll	David Potts, jr.
Jesse A. Bynum	Henry F. James	John Reed
Churchill C. Cambreleng	Benjamin Jones	Joseph Reynolds
George Chambers	Andrew T. Judson	John Robertson
John Chaney	William Kennon	David Russell
Graham H. Chapin	Daniel Klugore	Ebenezer J. Shields
Timothy Childs	John Klingensmith, jr.	William N. Shinn
John Coffee	Amos Lane	Nicholas Sickles
Thomas Corwin	Gerrit Y. Lansing	David Spangler
John Cramer	Abbott Lawrence	Bellamy Storer
Joseph H. Crane	Gideon Lee	John Taliaferro
Edward Darlington	Dixon H. Lewis	Francis Thomas
Edmund Deberry	Levi Lincoln	John Thompson
Ulysses F. Doubleday	Henry Logan	Isaac Toucey
John Fairfield	Thomas C. Love	Samuel F. Vinton
Samuel Fowler	Job Mann	Taylor Webster
Philo C. Fuller	Thomas M. T. McKennan	Thomas J. Whittlesey.
William K. Fuller		

[From the *Washington Globe* of July 13, 1836.]

“ Surveying and Exploring Expedition to the Pacific Ocean and South Seas.

“ We learn that the President has given orders to have the exploring vessels fitted out with the least possible delay. The appropriation made by congress was ample to insure all the great objects contemplated by the expedition, and the executive is determined that nothing shall be wanting to render the expedition, in every respect, worthy the character and great commercial resources of the country.

“ The frigate *Macedonian*, now undergoing thorough repairs at Norfolk, two brigs of two hundred tons each, one or more tenders, and a store ship of competent dimensions, are, we understand, the force agreed upon, and to be put in a state of immediate preparation.

“ Captain Thomas Ap C. Jones, an officer possessing many high qualities for such a service, has been appointed to the command; and officers for the other vessels will be immediately selected.

“ The *Macedonian* has been chosen instead of a sloop of war, on account of the increased accommodations she will afford the scientific corps, a department the president has determined shall be complete in its organization, including the ablest men that can be procured; so that nothing within the whole range of every department of natural history and philosophy shall be omitted. Not only on this account has the frigate been selected, but also for the purpose of a more extended protection of our whalers and traders; and to impress on the minds of the natives a just conception of our character, power, and policy. The frequent disturbances and massacres committed on our seamen by the natives inhabiting the islands in those distant seas, make this measure the dictate of humanity.”

In reference to the preparations now going on, it would not be proper for us to speak, as these are matters of official duty, under the direction of the Navy Department.

There can, however, be no impropriety in stating, that the frigate *Macedonian* is being prepared at the navy yard, Gosport, Virginia; a ship of four hundred and fifty tons, at the navy yard, Philadelphia; a schooner of one hundred and thirty tons, at the navy yard, Brooklyn; and two barks, of two hundred and thirty tons each, at the navy yard, Charlestown, Massachusetts.

When will the expedition sail? is an inquiry often made. The day, we presume, when all the preparations are completed. Though there might be some preference as to the period, still it is an error to suppose that any *particular time*, is absolutely necessary for the departure of the squadron. So varied is the climate within the vast circumference of the Pacific Ocean and South Seas, that the change of season, cannot interfere with the labours of the expedition, sail when it may—in the fall, or in *mid winter*.

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