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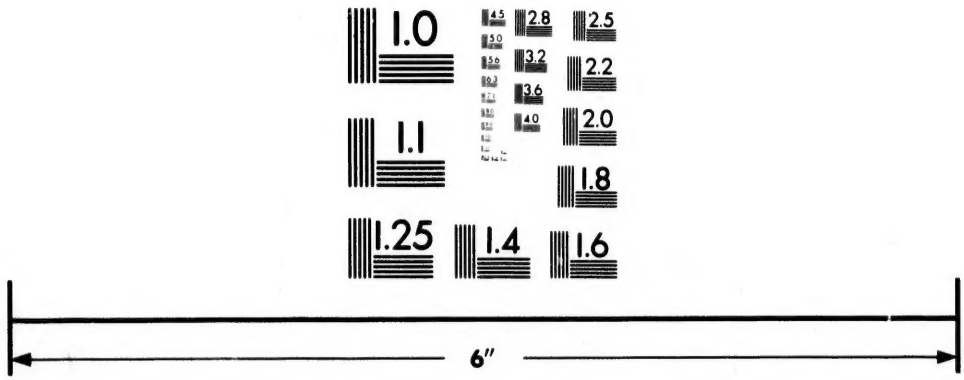

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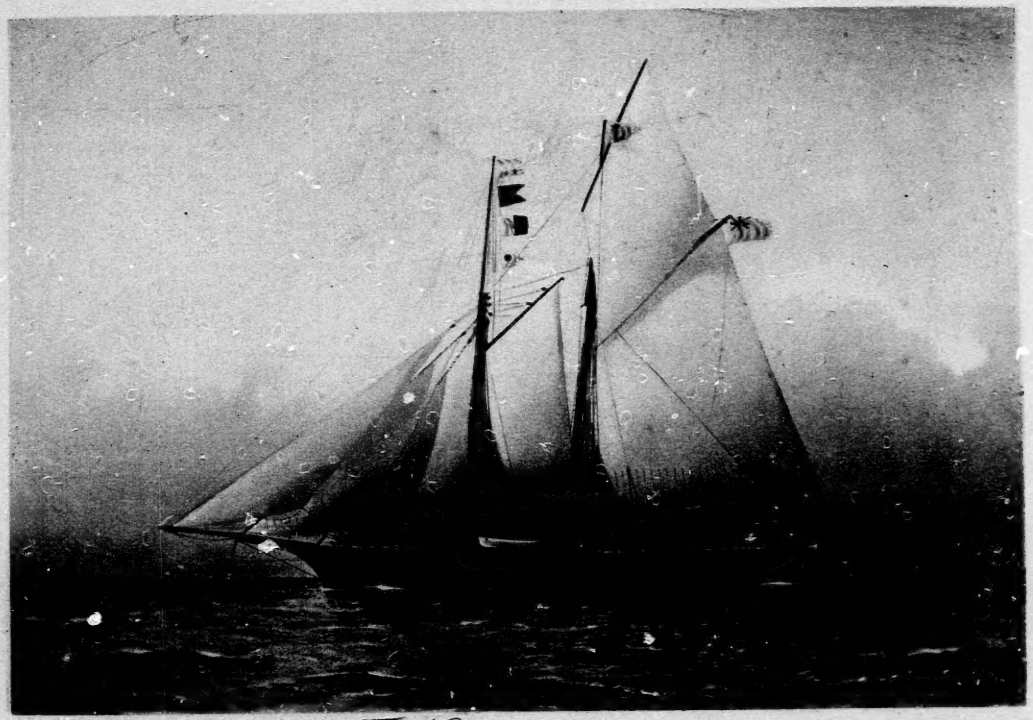

The Nyanza under sail.

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R.N.Y.C.

BEING THE RECORD OF A
[illegible] YEARS' CRUISE IN A SCHOONER YACHT
[illegible] ATLANTIC AND PACIFIC, AND
[illegible] SHIPWRECK

BY

J. CUMMING [illegible]

[illegible] GUARDS AND
[illegible] HUSSARS

With Map and Illustrations

WILLIAM BLACKWOOD AND SONS
EDINBURGH AND LONDON
MDCCCXCII

The Nyanza under sail.

[illegible] under sail

VOYAGE OF THE NYANZA

R. N. Y. C.

BEING THE RECORD OF A
THREE YEARS' CRUISE IN A SCHOONER YACHT
IN THE ATLANTIC AND PACIFIC, AND
HER SUBSEQUENT SHIPWRECK

BY

J. CUMMING DEWAR

LATE CAPTAIN KING'S DRAGOON GUARDS AND
11TH PRINCE ALBERT'S HUSSARS

With a Map and Illustrations

WILLIAM BLACKWOOD AND SONS
EDINBURGH AND LONDON
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PREFACE.

THE following pages are in the main nothing more than a plain unvarnished account of a voyage undertaken by myself in my yacht, the Nyanza; and my chief excuse for making them public is that therein will be found the description of an eyewitness of several of the more remote and unfamiliar island groups in the great Pacific Ocean. Indeed, I believe that I may safely assert that comparatively few of the islands which I visited have ever been approached by a yacht.

But for the unfortunate loss of the vessel, I had hoped to have made an extensive cruise round the coasts of New Britain, New Ireland, and New Guinea, which would have added very materially to the interest of the voyage; "*mais l'homme propose, Dieu dispose.*"

The majority of the illustrations are done from

photographs taken on the spot; the portrait of the yacht is from a painting by F. Mitchell, Esq., of Cowes, whilst the spirited drawing of the scene of the wreck is by Algernon Yockney, Esq., Fleet Paymaster, R.N., who, from a most indifferent photograph, and from my description, has succeeded in producing a most natural and artistic representation of the scene on the morning of July 30th.

I take this opportunity of expressing my deep gratitude for the great kindness and hospitality that have been everywhere extended to us. Amongst those to whom I feel specially indebted are his Excellency Thomas Kerr, Esq., C.M.G., late Governor of the Falkland Islands; William Harvey, Esq. of Monte Video; J. H. Longford, Esq., H.B.M.'s Consul at Kobe; Colonel Enrique Solano, late Governor of the Marianas Islands; Senhor Luis Cardarso, Governor of the Eastern Carolines; and last but not least, the officers of the British, United States, and Spanish Navies, from whom I have at all times received the greatest kindness and assistance, and to whom I now beg to tender my most grateful thanks.

J. CUMMING DEWAR.

PLYMOUTH, *November* 1892.

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VOYAGE OF THE NYANZA.

CHAPTER I.

THE START—AZORES—PONTA DELGADA—FURNAS—ST MICHAEL'S.

July 21–August 15, 1887.

THE sun was shining brightly, and a light breeze was blowing, as we weighed anchor at 1 P.M. on the 21st of July 1887, and slowly sailed out of Plymouth Sound, bound for St Michael's in the Azores.

During the run of 1260 miles, we encountered many variations of weather and temperature. The first four days were sultry, dull, and hazy; but on the fifth day out a fresh breeze sprang up, which gradually increased in violence, driving us considerably out of our course. The dingy was damaged, the jib-boom sprung, and the bobstay-shackle carried away. After forty hours the wind subsided, and beautiful weather ensued. Nothing worthy of comment occurred during the next five days, except that we were several times becalmed. Rain then commenced to fall, and we were unable to make any appreciable headway owing to lack of wind. The monotony was slightly relieved by the appear-

ance of a shark, which we vainly endeavoured to capture. Alternate calms and gentle breezes caused us to make but very slow progress.

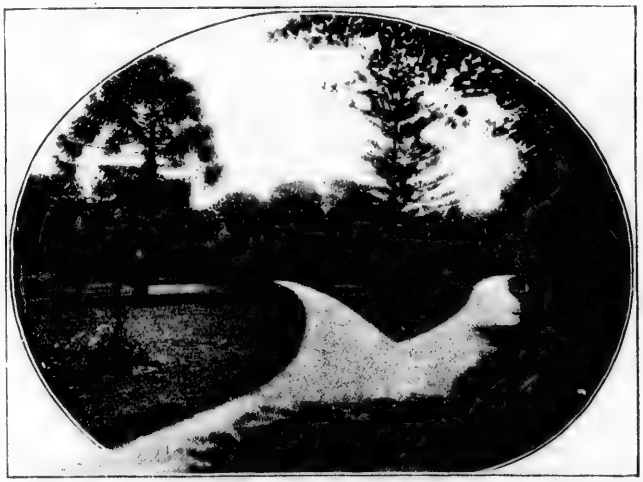
At length, on the eighteenth day after leaving Plymouth, we sighted the island of St Michael's; and on Monday, August 4, we anchored inside the breakwater off Ponta Delgada, at half-past nine o'clock in the morning, having accomplished an average of only 70 miles a-day. We lost no time in landing, and were courteously conducted over the town by Mr Bessone, the agent for the Royal Albert Yacht Club.

There is little to be seen in Ponta Delgada itself; and the streets are narrow and dirty. A fine stone breakwater in course of construction, and approaching completion, was the principal object of attraction. This excellent work was much needed, the port having hitherto been unprovided with shelter of any kind. An iron floating dock, and a foundry on shore, also engaged our attention; and in the afternoon we visited a magnificent garden, belonging to a native gentleman. The grounds were of large extent, and laid out with the greatest taste, and there were several pineries and greenhouses. We were especially struck with the glorious camellias, the size and beauty of which far excelled those to which we had hitherto been accustomed.

The next day was hot and sultry; and we did not leave our yacht till late in the afternoon. During the morning we were occupied in examining the damage sustained by our vessel during the breeze in the Bay of Biscay, and in giving orders for the necessary repairs. We also took several interesting photographs of the town and island as seen from our deck. In the evening we strolled about the town, and visited other native gardens, the latter appearing to us the chief attraction of Ponta Delgada. Many of the native aristocracy are very wealthy, and take great pride in the cultivation of their grounds. Several of them have been laid out by the best landscape-gardeners of England, and possess collections

of trees and plants which have been imported at enormous expense from all parts of the world. The owners of these gardens most courteously offer every facility to strangers to inspect them; and the gardeners were invariably civil and attentive, presenting us, in most cases, with flowers upon leaving.

It seems strange that St Michael's should be so comparatively little known to English travellers. The climate is excellent, house-rent moderate, and supplies good, abundant, and cheap. There are capital roads throughout the island,



Private Gardens, St Michael's.

and carriage-hire is very reasonable. Donkeys are employed for mountain-excursions, and strong and useful animals they are. There are two great requisites which St Michael's lacks,—a good hotel, and an English doctor. If these were forthcoming, we believe that St Michael's would soon prove a formidable and successful rival to Madeira, as a winter health-resort.

Wednesday, Aug. 10.—We started at 7 A.M. in a carriage for Furnas, driving along the southern side of the island. The scenery in parts was very fine, and we thoroughly enjoyed our glorious drive. At Villa Franca, we halted for three-quarters of an hour for breakfast; and arrived at Furnas shortly after noon. On nearing the latter place we passed a lake with a beautiful chapel upon its shores.

Furnas is famous for its hot springs, which consist of boiling sulphurous water bubbling out of the earth. The ground all around is hot and covered with sulphur deposits. The baths are supported by the Government, and everything is scrupulously orderly and clean. They are said to be highly efficacious in cases of rheumatism or cutaneous complaints, and they are much frequented by the residents of the island. Each visitor has a private bath and dressing-room; and each bath is provided with four taps, admitting respectively hot and tepid sulphur and iron water. No charge whatever is made for the use of the baths. There is a very fair hotel attached to the establishment, which was so full of visitors that we had great difficulty in procuring rooms. In the afternoon we called on some friends who reside at a charming spot overlooking the lake which we had passed on our way, and across which we were rowed by our host on our return to the hotel. A dance at the club-rooms enlivened us in the evening, and we did not retire until after midnight.

The next morning was spent in a visit to the baths, and afterwards to several private gardens, which, like those at Ponta Delgada, were kept in beautiful order. Furnas is a small place, and is only frequented during the summer. We were agreeably surprised at the moderate charges of the hotel—5s. a-day for board and lodging!

We returned to Ponta Delgada in the afternoon, by the north road, which for the first part of the way led over a hill so steep that it was impossible to drive up it. We

therefore ascended on donkeys, our empty carriage following behind. The view from the top of the hill was magnificent, Furnas lying at our feet, nestled at the base of the mountains. We now dismissed our donkeys, and for the rest of the way we proceeded in our carriage, though the road was rough and hilly throughout. The land on either side was covered with wild flowers, hydrangeas and fuchsias being, perhaps, the most abundant. Ponta Delgada was reached soon after sunset. We remained four days longer at St Michael's, but the weather was hot and cloudy, and at intervals there were very heavy showers of rain; so that there was little opportunity of seeing more of the island.

St Michael's was once famous for its extensive industry in oranges; but a few years ago the orchards and groves were attacked by a disastrous disease, by which many thousands of the finest trees were destroyed; and though there has since been no fresh outbreak of the epidemic, the island has never recovered its trade. Another branch of industry was affected by the same catastrophe; for the boxes in which the oranges were exported were made from the wood of the extensive pine-forests which cover the interior of the island, and with the falling off of the orange-trade, the forests have also declined enormously in value. Still there is no reason why St Michael's, with its admirable climate and excellent resources, should not once more regain its prosperity.

Having examined the repairs which had been effected on our yacht, and found everything in satisfactory order, we set sail once more on our onward voyage, bidding farewell to St Michael's on the afternoon of Monday the 15th of August.

CHAPTER II.

SANTA MARIA—CANARY ISLANDS—PALMA—ST VINCENT—PUERTO GRANDE—SAN ANTONIO—CROSSING THE LINE—FERNANDO NORONHA—AN INTERESTING CONVICT SETTLEMENT.

August 16–September 15, 1887.

Our course was now shaped for Palma, in the Canary Islands, from which St Michael's is about 660 miles distant. About 9 A.M. on the day following our departure from Ponta Delgada, we passed the island of Santa Maria, having a very good view of the town from a distance of about four miles. A few fir-trees were the only signs of vegetation that we could observe upon the island, which appeared to us very barren in comparison with St Michael's. The next three days we were assisted by a splendid breeze, and made an excellent run, averaging nearly eight knots an hour.

On Saturday, August 20, we arrived off Palma at 11.30 P.M., and hove-to outside the port to await daylight. Early next morning we proceeded to anchor in thirty fathoms of water off Santa Cruz. The appearance which this town presents from the sea is exceedingly curious and picturesque. It lies at the bottom of an extinct crater, and is surrounded on three sides by lofty and precipitous mountains. On landing we were fortunate enough to meet with a Spanish gentleman, who had lately returned from London. He courteously conducted us round the town, the streets of

which are narrow, though there are some good stores where most articles can be procured. The rearing of cochineal has long been the staple industry of this island. It was once a source of great profit, but the trade has been greatly damaged by the introduction of aniline dyes. Cochineal is still, however, abundant here, and a fairly brisk business is carried on in it. We had an excellent dinner in the one hotel of the place before returning to our yacht.

The next day being Sunday, we went ashore to Mass in the morning, and were surprised to find a very handsome church, with a beautiful white marble altar. The service was well rendered, and the congregation devout. At the conclusion of the Mass, we rode on mules to the top of a hill overlooking the harbour, the view from which was very fine. Whilst there, our attention was attracted by an interesting festival which was taking place at a little chapel on the summit of the hill.

The island of Palma is little known to English travellers, as the difficulty of communication with it is very great. A small schooner carries the mails to and fro between Palma and Teneriffe, and this is the only vessel which regularly calls at the island. Nevertheless the place is well worth seeing, and we much enjoyed our short visit there.

We sailed from Palma at 8.30 A.M. on Monday, August 22, and headed for St Vincent, in the Cape de Verde Islands, 610 miles away. On our first day out we sighted the Peak of Teneriffe, the top of which was entirely free from clouds; and in the course of the afternoon we passed the island of Gomera. We were abreast of Ferro throughout the night.

Next day was dull and close with a light air, but on the morrow a fine fresh breeze sprang up, and we found ourselves in the north-east trade-winds. Several flying-fish came on board this day and the next, and two steamers passed close by us.

At daybreak on Saturday, August 27, we sighted St Vincent; and having passed the island of San Antonio, we

anchored off Puerto Grande, St Vincent, at noon. After lunch we went ashore; and having procured a bill of health from the Brazilian vice-consul, we strolled about the place. There is, however, absolutely nothing to be seen, the town consisting merely of one straggling street, with a few general stores kept mainly by Portuguese half-castes. An exceedingly dirty hotel and three or four billiard-rooms complete the attractions of Puerto Grande. There is an almost entire absence of vegetation on this barren island, and a solitary banana-tree is pointed out to strangers as one of the great curiosities of the place! Puerto Grande is, however, a great coaling station, and most of the steamers which ply between Europe and South America call at the port.

Some of the smaller islands in the Cape de Verde group are, unlike St Vincent, exceedingly fertile; this being especially the case with San Antonio, whence comes almost all the fruit which is sold in the markets of St Vincent. The price of water is very dear at Puerto Grande, and we paid 8s. a ton for our necessary supply.

We were not sorry to get out to sea again on Sunday, August 28, shaping a course nearly S.W. for Fernando Noronha, 1320 miles distant. The weather was now excessively hot; and the wind was so light, that for several days we made but very little headway. On the third day out, a terrific deluge of rain accompanied by thunder broke over us; and for an hour and a half it almost seemed as though a waterspout were falling on the deck. As we approached the equator, the heat became intense, the sea appearing at times like a sheet of glass. Several sharks were seen alongside the yacht; and, after great difficulty, we succeeded in capturing one. Shoals of *bonita* were also observed frequently playing about the ship.

On Thursday, September 8, when we had been eleven days out from St Vincent, and had run only 780 miles, the wind freshened considerably, favouring our progress, and the fol-

lowing day we ran 225 miles. At noon on Friday our position was, lat. 1° 9′ N., long. 30° 11′ W.; and we knew that we were in the neighbourhood of St Paul's Rocks. I was very anxious to visit them, and we spent the greater part of a day in searching for them. At 4 P.M. on Saturday, however, we had still failed to discover them; and, as the main-peak halyards carried away, we gave up the search, and shaped our course direct for Fernando Noronha. The breeze was then very fresh, and we did from seven to eight knots an hour. In the evening, we received a visit from Father Neptune, who was excellently personated by the sail-maker. Having taken the names of those of his sons who had never previously crossed the Line, he retired, notifying his intention of returning on Monday to initiate the novices.

We actually crossed the Line about 5 A.M. on Sunday, but the usual ceremonies associated therewith were, of course, out of the question that day. At half-past ten on Monday morning, all the necessary preparations having been completed, Father Neptune came on board, attended by his staff, consisting of Aphrodite, the doctor, and the barber. All these characters were admirably represented by various members of the crew. An awning had been rigged up amidships and filled with water, thus forming a splendid bath. The novices were duly shaved, doctored, and tumbled headlong into the water, where they were well rolled about in the true orthodox fashion. Much amusement was caused by the attempts of one or two to escape up the rigging. They were speedily captured by Neptune's police, and compelled to undergo the disagreeable ordeal. The rest of the day was kept as a holiday; and after dinner, a capital concert was held, in which every one participated, a most enjoyable evening being thus spent. We had hove to at 8.30 P.M. to wait for daylight, as we were now close to Fernando Noronha.

The next morning, Tuesday, September 13, we anchored about 1½ mile from the shore, and soon afterwards a boat

came off to us from the island, to make inquiries concerning us, and to give us permission to land.

Fernando Noronha is a convict settlement belonging to Brazil, and special leave must be obtained before any one is allowed to land. Merchant vessels are not permitted to lie off the island. I was much struck by the appearance of the convict settlement from our yacht, as it lies at the base of a hill with a towering peak, many of the rocky precipices around it being of a quaint and peculiar shape. The messenger who had been sent on board our vessel had a strange and interesting history. He was a negro who had been condemned to a life-sentence for murder. About nine months before our arrival a mutiny had broken out amongst the convicts, and this man had undertaken alone a voyage to Pernambuco in order to give notice of the outbreak to the Brazilian authorities. The distance was 250 miles, on an open sea, and he accomplished the passage in a frail catamaran. For this courageous act he had received a full pardon from the Government, but he had grown so accustomed to the island that he preferred to remain there. The governor, Senhor Furtado de Mendonca, received us with the utmost courtesy and hospitality, placing at our disposal interpreters and guides, and affording us every facility for thoroughly inspecting the island. He was unable himself to talk either English or French, and we conversed with him through the medium of his clerk, an Italian. This man was a meek-looking polished individual, dressed in excellent taste, and gentlemanly in his manners. To our surprise we were informed that he also was a convict undergoing a sentence of penal servitude for life, his crime having been an exceptionally brutal murder of a whole family of five persons, for the sake of a comparatively trifling robbery. This exceedingly mild murderous ruffian conducted us politely over the settlement, explaining everything to us with great minuteness, and responding with alacrity to all our questions.

The island of Fernando Noronha is about 4½ miles long and 1½ mile wide, the highest point being 1000 feet above the level of the sea. A smaller island lies a short distance from it, rejoicing in the ominous name of *Rat Island.* An old-fashioned stone fort is stationed on a commanding situation overlooking the convict settlement, and a detachment of Brazilian infantry is stationed there. There are altogether about 1600 convicts on the island, the majority of whom are negroes. Murder and forgery appeared to be the principal crimes which had been committed, and some of the prisoners certainly looked capable of most dastardly and desperate deeds. Others, on the other hand, like our worthy guide, appeared outwardly as innocent and guileless as lambs; and it was difficult to realise that many of these were amongst the most bloodthirsty offenders. Apart from their enforced isolation from their country, I could not help thinking that their lot was by no means a hard one for penal convicts. Their compulsory work extends over but three hours a-day, and consists of ordinary field-labour. The rest of the time they have to themselves, living in their own houses with their wives and children; and unless they are violent, mutinous, or incorrigible, they are not subjected to any prison discipline. If I were a convict, I should certainly prefer Fernando Noronha to Portland or Dartmoor.

We dined at the governor's house at 5 P.M., and there we met three Englishmen connected with the British Museum, who had been spending some time upon the island, engaged in botanical and ornithological pursuits. They had gathered together a very interesting collection of specimens, and a most pleasant evening was spent in their society. They were living in the house as guests of the governor, and were unanimous in their expressions of grateful appreciation of the kindness which they had received at his hands. At the conclusion of our dinner the convicts were paraded in front of the governor's house, and sang an evening hymn to the

Virgin. On our return to the yacht we found that the courteous governor had sent us nine sacks of cocoa-nuts, besides an immense quantity of bananas and fruit of various kinds.

The next morning we returned ashore in good time, and after breakfasting at Government House we enjoyed a delightful day's ride through the island. Our guide upon this occasion was another "thorough gentleman," who spoke French with perfect accuracy and fluency. Feeling assured this time that I was dealing with one of the officials, I asked him whether he intended to remain long upon the island. To my confusion he replied, "Malheureusement, monsieur, j'ai encore sept ans." He was a French convict, undergoing ten years for counterfeiting bank-notes.

The island had looked barren and rocky from the sea, and I was quite unprepared for the extreme beauty of the scenery and the luxuriance of the vegetation which we encountered during this interesting day's ride. The coast-line is indented with many little bays, the sandy beaches of which are homelike and charming. Fruit is exceedingly abundant throughout the island, and the oranges were, to my mind, the best I had ever tasted.

On our return from our ride we went aboard the yacht, accompanied by the governor and other officials, including the two officers of the detachment quartered at the fort, who were much interested in the Nordenfelt guns with which our vessel was provided. We worked the latter with dummy cartridges, greatly to the enjoyment and edification of our Brazilian visitors. In the evening we dined again with the governor, afterwards listening to the convicts' band, which really played remarkably well.

Next day, Thursday, September 15, after breakfasting again with the governor, we went for another ride, accompanied by some of the officials. Amongst other places, we visited the summer residence of the governor, where we were regaled with cocoa-nuts and delicious grapes. We

rode to the extreme north end of the island, where we rested for some time in a shady grove of bananas, returning to the settlement about 2 P.M. In the afternoon I went over to Rat Island in the launch, and there I found a Brazilian who spoke English well, having spent many years in the United States. He was working the phosphate rock of which the island is mainly composed, and anticipated a most successful issue from his speculation. An English barque was lying off the island, engaged in loading the phosphate rock; and we found the captain and crew in a state of great excitement, as two of the sailors had attempted the night before to set fire to the vessel, escaping themselves in one of her boats. Fortunately the dastardly attempt had proved abortive, though the men themselves had got clear off in one of the ship's boats.

Rat Island is covered with a thick undergrowth of creepers, which renders motion most difficult as soon as one gets off the narrow paths. I shot four small turtle-doves, but owing to the dense brushwood I only succeeded in securing two.

On returning to the main island at five o'clock, I took some photographs of the place, as also a group of the officials, after which we had our final dinner with the governor. Senhor Furtado de Mendonca, our friendly host, accompanied us to the beach to bid us farewell, attended by the whole body of officials. The convict band marched in front of us, playing a bright and inspiriting tune; and the strains of their music were wafted across the water to our ears during the whole course of our passage from the shore to the yacht.

Nothing could exceed the hospitable kindness which was displayed to us by every one, from the governor downwards, during the whole of our three days' visit; and amongst my pleasantest recollections of the voyage of the Nyanza there will always stand prominently forth the convict island of Fernando Noronha.

CHAPTER III.

TRINIDAD—INEFFECTUAL ATTEMPTS AT LANDING—RIO DE JANEIRO—H.M.S. RUBY—TIJUCA—CORCOVADA.

September 16–October 8, 1887.

WE sailed from Fernando Noronha at 8.30 A.M., Friday, September 16; and our course was now directed a little E. of S. for the small island of Trinidad. The distance between the two islands is a little over 1000 miles; and favoured by good winds during the greater part of the time, we accomplished the passage in seven days.

Nothing worthy of record occurred on the way; but on reaching Trinidad we found that the wind was blowing straight into the S.W. bay, where is the only anchorage in the island, and that at the best of times a very precarious one. We therefore decided to let the yacht lie off, and to disembark in the boats, taking with us all the necessary appliances for camping out. After many vain endeavours we found it impracticable to land on this side of the island, as a heavy surf was breaking in the bay, and both wind and sea were very high. Accordingly we coasted round the island until we reached the S.E. bay, where there seemed to be less surf, and the beach appeared to be sandy and convenient. Here I determined to make an effort to land; and taking with me six hands, together with tents and provisions, I went off in the lifeboat. Vast numbers

of gannets and frigate-birds circled round us as we rowed towards the shore; the latter boldly swooping down upon our heads, and compelling us to defend ourselves with boat-hooks. We knocked down three, and this appeared to irritate the rest more than ever. They were probably protecting their nests on shore, which they thought that we were coming to rob. As we approached the spot where we had intended to land, we found the water suddenly become very shallow; sharp coral heads appeared above the surface in all directions, and a heavy surf was breaking some distance from the shore. We tried to find a passage in various places, but our efforts were all in vain; and at length we were most reluctantly compelled to relinquish our attempt, and returned to the yacht without having effected a landing.

The island of Trinidad — which must not, of course, be confounded with the larger and better-known island of the same name in the West Indies—appears from the sea to be barren and precipitous, many of the rocks being of fantastic shape. Those called Nine-pin and Sugar-loaf are the two most prominent and peculiar of aspect. The S.E. cove, where we tried to land, had a pleasant expanse of ground gently sloping up from the water's-edge and covered with grass; but this was almost the only sign of vegetation which we could observe; though it is said that the valleys were at one time thickly covered with forest-trees. The island is three miles long by 1¼ mile broad, the centre peak rising to a height of 2020 feet above the sea.

Dr Halley took possession of Trinidad in the name of His Britannic Majesty William III. on April 17, 1700; and in 1781 an English colony attempted to settle on the island. The experiment, however, was unsuccessful, and was abandoned in a short time. The Portuguese more recently made a similar effort, but met with no better success. The island has now been uninhabited for many years, and is a

sort of No Man's Land, although it is formally claimed by Brazil. Many stories of buried treasure are connected with the island; and expeditions have from time to time vainly endeavoured to discover this mysterious store. The latest search took place in 1889, when a certain Mr Knight spent several months on the island, digging in a great number of different spots without any results whatever. It is most probable that these rumours are mere legendary fictions, and that no treasure at all lies buried there.[1]

A cluster of three small islands, called the Martin Vas Rocks, lies about 26 miles from Trinidad; but we did not think it worth our while to go out of our way to visit them. Our next point of destination was Rio de Janeiro, 750 miles W. by S. of us; and thither we accordingly directed our course. The weather was now considerably cooler, and we rolled more or less during most of the way. We ran, however, on an average, 140 miles a-day; and at 3.30 A.M., Thursday, September 29, we sighted the light on Cape Frio. We now coasted along an exceedingly picturesque shore, with sandy beaches sloping to the water's-edge, and well-wooded hills in the background. In the course of the day, several large turtles were seen close alongside the yacht. I fired at two with an express rifle, and wounded both, but was unable to secure either, though we lowered the dingy after them. As soon as the boat approached they dived, and we saw nothing further of them.

Fort Santa Cruz, at the entrance to the bay of Rio de Janeiro, was passed at 5.30 P.M., and we dropped anchor near Fort Villeganion at six o'clock, in the portion of the harbour set apart for men-of-war. Eight war-vessels were lying at anchor near us, three of these being Brazilian, two English, two French, and one American. We did not go ashore that evening, as the health-boat failed to put off to us. Rio de

[1] "The True Story of the Treasure Hunt." By Wilfrid Pollock. 'Blackwood's Magazine,' September 1890.

Janeiro looked very well at night from the anchorage, the bright rows of gas-lamps extending all along Botofogo Bay, whilst on the opposite side of the harbour the large suburb of Nitheroy displayed its myriad lights. Soon after anchoring, a launch came off to us from H.M.S. Ruby, with offers of assistance and friendly greetings from the senior officer on the station.

If the city looked well beneath the canopy of night, the view from the deck on the following morning was beautiful and enchanting beyond description. The grand harbour was studded with innumerable islands, like emeralds embedded in an azure setting. Behind the town on every side arose a background of mountains and undulating hills, clothed from base to summit with tropical foliage. We went ashore at ten o'clock, and having obtained our letters, we visited the market, which, though dirty, is very large, and contained a splendid display of fruit. One portion of the market is set apart for the bird-fanciers; and here we saw great numbers of curious birds, some of which were entirely new to us. Enormous quantities of green parrots are brought hither for sale from Para, and they can be purchased for a merely nominal sum. The streets of Rio are for the most part narrow, and the shops generally small. An exception, however, must be made in favour of Rua d'Ouvidor, the principal thoroughfare, which is adorned with good shops. The display of jewellery was especially fine, some of the diamonds being extraordinarily magnificent. There are no public buildings worthy of note, and the churches generally are ugly outside and tawdry within.

We had an excellent luncheon at the Hôtel de Londres, and afterwards proceeded by tram to the Botanical Gardens. These are seven miles out of the town, and the road to them took us along Botofogo Bay. The gardens are extremely beautiful, the principal feature in them being a wonderful avenue of palms, absolutely regular and symmetrical, all the

trees being very lofty, and of precisely the same height. There is also a fine avenue of mango-trees, with which we were much interested, on account of its novelty to us. We visited the Hôtel de Londres again for dinner, which fully sustained the opinion which we had formed from our lunch of the culinary excellency of the establishment. In the evening we lounged along the Rua d'Ouvidor, which is to Rio de Janeiro what the Corso is to Rome, or the Chiaja to Naples. All the *élite* and fashion of the city assemble here, and the *police des mœurs* exercise a strict supervision, excluding rigidly all doubtful characters.

On Sunday, October 2, we went on board the Ruby in the forenoon to the service, which was short and devotional, the hymns being sung with great spirit by the men. We remained to lunch with the captain, who gave us some valuable hints as to the shooting on the Patagonian coast, whither we were intending to go for sport. In the afternoon we went ashore, and had a pleasant ride upon a tram-car for several miles in the direction of Tijuca. The road wound up amongst the hills at the back of Rio de Janeiro, past handsome villas and lovely gardens. The scenery, as we ascended, became exquisitely beautiful and widely extensive. On our return we visited the Acclimatisation Gardens, which were tastefully laid out, and kept in excellent order. A large crowd of people, chiefly of the poorer classes, were enjoying themselves in a decorous and quiet manner. The evening was spent on board our yacht.

A cricket-match took place on the following day between the officers and men of the Ruby and the city of Rio de Janeiro, in which the latter defeated the sailors. The ground was prettily situated between low hills, which were covered to the summit with flowering trees and palms; and the wicket was in fairly good condition. The weather was now excessively hot, though the sea-breeze usually set in in the afternoon.

On Tuesday, October 4, having paid a visit in the morning to the admiral and officers of the U.S. flagship Lancaster, we went ashore after lunch and drove to Whyte's hotel at Tijuca, where we were joined by some of the officers of the Ruby. The hotel stands in a lovely spot about 10 miles from Rio, and at an elevation of 2000 feet above the sea. Consequently the situation is far healthier than that of the city, and the place is quite free from yellow fever. Nevertheless, it is a curious fact that if a patient who has been attacked by the fever at Rio comes up to Tijuca before he has recovered, he invariably meets his death. The hotel stands in the midst of a lovely garden in a secluded valley, surrounded on all sides with well-wooded hills. Having remained to dinner, we missed the coach for the return journey which connects with the tramway, and were compelled to hire a carriage, for which I was charged the exorbitant price of 10 milreis, or £1 sterling, for a drive of about 2½ miles.

The American admiral, accompanied by his flag captain and lieutenant, returned our call next morning; and in the afternoon we took a tram, or *bond* as it is locally called, for Riachuelo, where we ascended a hill by an incline lift, 1683 feet long. On arriving at the top, we had a glorious drive to the summit of Santa Thereza, where we inspected the new reservoir, and whence we were treated to one of the most picturesque panoramas in the neighbourhood of Rio, the whole city, together with the bay and its numerous beautiful islands, being outspread at our very feet. We also obtained a magnificent view of the famous Corcovada mountain.

On Friday the weather completely changed, a strong breeze blowing all day. We went ashore after breakfast, and made an expedition to the summit of the Corcovada. The mountain is ascended by a "Riggenbach" railway, similar to that up the Righi and other mountains in Switzerland. The starting-point is at Cosme Vello, whither we proceeded by

tram. The gradients of the mountain-railway are very steep in places, even reaching to 1 in 6; and the highest point of the line is 2198 feet above the level of the sea. There is one iron viaduct of three spans, and two smaller bridges. The train consisted of only one carriage, which was pushed up from behind by the engine, the latter being provided with a centre cog-wheel, running on a centre cog-rail. By this means the train can at any moment be brought to a sudden stand-still and securely clamped, in case of accident or necessity. At the height of 1525 feet the train halts for a few minutes at a station called Paneiras, where there is an hotel owned by the railway company. The terminus itself is situated 130 feet below the summit of the mountain, on which is a circular iron structure resembling a band-stand. Unfortunately, at the time of our visit the weather was dull and cloudy, and we therefore missed the view, which is said to be indescribably magnificent. We returned by the train to Paneiras, where we stopped for lunch, afterwards enjoying a walk in the lovely forest, which clothes the mountain-side in the vicinity of the hotel. The vegetation is wondrously dense and vigorous, rich and rare orchids hanging on almost every tree, and the ground being carpeted with ferns of innumerable variety of species. Butterflies of brilliant and sparkling hue, and graceful little humming-birds, flitted about in all directions, enhancing the fairy-like character of the scene. Our stroll was cut short by a downfall of rain, and we returned to our yacht about 5 P.M.

The following day, Saturday, October 8, brought our interesting visit to Rio de Janeiro to a close. The morning was occupied in marketing ashore, and in settling up various accounts. The prices which we were charged by ship-chandlers and others appeared to us extortionate in the extreme, in some cases nearly doubling those which are demanded from merchant vessels. A yacht-owner seems to be regarded as lawful prey by these maritime dealers, and

this remark does not by any means apply to the port of Rio de Janeiro alone. Before returning to the yacht, we visited the Ruby and bade farewell to the friendly officers; and at 3 P.M. we weighed anchor, and sailed round all the men-of-war, dipping our ensign to each in turn, by way of a parting salute.

The weather was now setting in squally, and rain began to fall heavily. There was a nasty sea on the bar, and we therefore decided to anchor for the night inside the entrance to Botofogo Bay.

CHAPTER IV.

SQUALLY WEATHER—MONTE VIDEO—URUGUAY—SAN JOSÉ—A SWISS COLONY—THE BULL-RING AND *SALADEROS* OF MONTE VIDEO.

October 9–27, 1887.

THE breeze proved pleasant and favourable next morning, though there was a considerable swell outside the bar. We hove up anchor at 10.30 A.M., and soon were speeding gallantly along before the wind at the rate of 11 knots an hour. We were now bound for Monte Video, a distance of a little over 1000 miles. The first day we ran 233 miles, but on Tuesday, October 11, the weather set in squally, and the sea rose, so that we were obliged to keep the yacht a little out of her course in order to ease her. Towards evening the wind dropped, and at sunset the air was almost a dead calm; but black thunder-clouds were hanging about, and vivid flashes of lightning appeared to herald the approach of one of those violent storms which are known as *pamperos* on the South American coast. We therefore double-reefed the foresail and stay-sail, housed the topmasts, and made all snug for the coming night.

The next morning a strong gale was blowing, accompanied by rain, and the weather was very cold. In the course of the day the jib-boom sprang again in the same place as before, and the jib-tack carried away. We saw, for the first time on the voyage, a large number of Cape pigeons, which

are very pretty birds, with black and white plumage. We caught two of them with a hook baited with pork; but I could not find it in my heart to kill them, so we let them go again. All the following day a tremendous sea was running, and the ship laboured a great deal. She behaved, however, splendidly in all respects, and scarcely shipped a drop of water. This was the first opportunity that we had had of really testing her sea-going capabilities, and the result was most satisfactory.

On Friday, October 14, the wind dropped, and the sea rapidly went down. The morning was lovely, with a light, crisp air, and we accordingly set the foresail, jib, and flying-jib, and commenced running at good speed again. We sighted a brigantine at 11 A.M., going in the same direction as ourselves, and rapidly overhauled her, though she was carrying far more sail than our yacht. By the evening she was away hull down in our wake. It was now again almost absolutely calm, and we had an opportunity of examining the damage sustained during the late storm. A cat-head had been broken, one of the starboard davit-sockets carried away, and the top strake of the launch stove in. These, however, were comparatively trifling damages, and we were more than ever satisfied with the qualities of our little vessel.

As we drew near to Monte Video we passed several square-rigged vessels bound for the River Plate, and we seemed to pass them one and all almost as if they had not been moving, although in every case they had all sail set, and a good favourable breeze behind them. On the afternoon of Monday, October 17, we passed within four miles of Lobos Island, and sighted the town of Maldonado, on the mainland, in the distance. The coast appeared flat and barren, but the town was well lighted at night. At 9 P.M. we sighted Flores light, and an hour later that on the Cerro.

At three o'clock on the following morning we dropped anchor about three miles off the town of Monte Video,

finally anchoring in the outer harbour about 8 A.M. We were not much impressed with the appearance of the city as seen from the deck of our yacht, the Cathedral being the only conspicuous building in the place. It was noon before we were able to go ashore, on account of a delay in the appearance of the health-boat. There is a great contrast between Monte Video and Rio de Janeiro, the capital of Uruguay being far cleaner than that of Brazil, the streets wider and more handsome, and the shops better in every way. The display of jewellery is particularly splendid, especially in the Caille 25 de Mayo, which is the principal street in Monte Video. It is not so broad, however, as the Caille 18 de Julio, which is planted with trees on both sides, in the manner of European boulevards, and terminates in a large open square, in the centre of which is a lofty pillar, surmounted by a fine statue of Liberty.

We lunched and dined at the Hôtel Oriental; but the food and cooking were execrably bad. The hotel itself is a spacious and handsome building, and is generally considered the first in Monte Video. We spent the whole afternoon in strolling about the town, and riding on a tram to the Paso Mollina, a fashionable suburb about five miles distant from the heart of the city, adorned with fine houses and beautiful gardens. We looked in at the Cathedral on our return, but were greatly disappointed with it. The building is decidedly poor from an architectural point of view, and one handsome monument inside it seemed the only object worth inspecting. We were, however, much pleased with our visit to the market, which is a handsome covered building with a fountain in the centre, and containing a magnificent display of fruit and vegetables of every sort and kind. We returned on board at 9 P.M., thoroughly satisfied with our first impressions of Monte Video, our enjoyment of the place having been considerably enhanced by the exquisitely mild and beautiful day.

The following morning I was engaged in business with the

manager of the London and Brazilian Bank, whom I found exceedingly obliging and courteous, and who, together with his wife and family, contributed most materially to our happiness during the whole of our visit to Monte Video. Under their escort we visited in the afternoon the *Theatro Solis*, which appeared to me finer and more admirably arranged than any theatre in London, and second only to the Grand Opera House at Paris. It is very handsomely decorated inside, and has four rows of boxes, besides stalls, pit, and gallery. One tier of boxes is reserved solely for the use of ladies, and is provided with a separate entrance, at which gentlemen are not admitted. Unfortunately we were unable to witness a performance at the theatre, as the house is only open during the winter months. Many of the best French and Italian companies pay periodical visits to the place.

On Thursday, October 20, I started upon a short expedition into the interior of Uruguay. Leaving Monte Video from the Central Railway station, I travelled by train to San José, past Canelones and St Lucia. The distance is only 60 miles, but the journey occupied over three hours, though our train was called "express." The line passed through a level country, which appeared to be in a high state of cultivation; and I understood from a fellow-passenger that arable farming there returned on an average from 10 to 15 per cent per annum on invested capital. After leaving St Lucia the line makes a fearfully sharp curve and then crosses a long iron bridge.

San José is the third city in Uruguay, and contains about 6000 inhabitants. It is, however, a very poor-looking town, badly paved, and worse lighted. There is no gas in the place. Soon after sunrise next morning I left San José in a primitive, tumble-down, old conveyance, which was dignified by the title of *diligence*. It was drawn by four horses, and was capable of carrying nine passengers besides the driver. Our

way lay over a remarkably fine agricultural country, the well-cultivated fields being of vast extent and enclosed by substantial wire fences. The crops, which were principally wheat, looked thriving and healthy, and everything seemed to betoken prosperity. So rich is the soil that the farmers never manure it; though this state of things cannot last for ever. We stopped to breakfast at a place called Colonia Pauline, which stood in the midst of a pasture district. Here we changed diligences, and proceeded to Colonia Suiza, which was reached about 1.30 P.M. The distance from San José was 36 miles, and we had taken seven hours to cover the journey. The road was in many places shockingly bad, and nowhere could it be described as good. I put up at the Hôtel Suiza, a most comfortable little inn, with a Frenchman as host.

The colony, as its name implies, is composed almost exclusively of Swiss immigrants. It had been in existence for twenty-six years at the time of my visit to it, and was in a highly flourishing condition. The colonists keep rigidly to themselves, never intermarrying with the natives of Uruguay. They have their own church and their own schools, and maintain their individual and national characteristics. Most of them, however, have lost their rights of citizenship through their long absence from their native country, and are now, together with their children, naturalised Uruguayan subjects.

After lunch, mine host of the Hôtel Suiza drove me some little distance, to call on two brothers who possessed an *estancia* of 25,000 acres, upon which they had a magnificent flock of 18,000 sheep, besides a herd of 4000 cattle. They had been in the country for seven years, and were reputed to be doing remarkably well. We found them both busily engaged in sheep-shearing; and I was informed that they worked harder than any of their *peons*, or farm-labourers. We afterwards visited a small German brewery, which was also doing a thriving business in the colony.

During my expedition to San José and Colonia Suiza, I made numerous inquiries as to the condition of the country, the amount of capital necessary to start farming, and other matters of a kindred nature. I found that land was then worth from 20s. to 30s. per acre; and that no man ought to think of starting farming in the country, on any proper scale at all, without a capital of at least £5000. With this capital, and with due skill and industry, he ought to be able to earn at least 15 per cent clear interest per annum; and in favourable years he might expect as much as 25 per cent upon his outlay. The only drawback to the country was the unstable government, and the unsatisfactory condition of its political affairs; and whilst these things are so, neither Uruguay nor any other South American State can really expect to thrive. I returned to Monte Video by way of San José, where, during my brief halt, I visited a curious-looking church in the Plaza de los Treinta Tres. It was built of brick, the plastering of which had not been finished and pointed off, but the interior was decidedly handsome, being adorned with some beautiful marble pillars.

I got back to my yacht on the Saturday evening, and on Sunday morning, when I came upon deck, I found quite a heavy sea running in the roadstead, and the wind blowing almost a gale. I went ashore at 9 A.M., to see one of the sights of Monte Video. This was the Sunday morning fair, which is held in the Caille 18 de Julio. The whole length of the street was lined with booths on either side, and an extraordinarily gay and busy scene was going on. Meat, fruit, vegetables, poultry, and pet birds seemed to be the principal articles of trade; though all sorts and conditions of things were being offered for sale besides. In the afternoon we went for a ride. The horses in Monte Video are fine animals, all entire, mares being never ridden. I was told that they would not trot, but I had no difficulty with my animal in that respect. We first went to the Prado, a public

park, some five miles out of the town, well laid out, and provided with an excellent restaurant. Thence we rode on to another park, known as the Villa Colon, which is entirely natural, no attempt at artificial improvement having been made upon it. This seemed to us a most judicious arrangement, as the native beauties of the park were striking and effective, several fine avenues of blue-green trees crossing it in different directions.

The gale continued next day, and I spent the morning and afternoon ashore. Mr H., the manager of the London and Brazilian Bank, had entered my name as a visitor at the English Club, and I found this act of courtesy a great comfort and convenience to me during my stay. The club is small, but exceedingly pleasant, and is accommodated with reading, smoking, billiard, and card rooms. I spent the greater portion of my morning there, and, after lunching with the H.'s, we visited the great and well-known bull-ring of Monte Video. It is an enormous building, capable of seating 10,000 people, and situated six miles out of the town. During the winter, bull-fights take place here every Sunday, and some of the best Spanish *matadors* are engaged for these contests, the bulls themselves being, for the most part, imported from Spain. For some days previous to a fight, the bulls are kept in dark stalls, divided by movable partitions. These partitions are hoisted up by men standing on a platform above the stalls, when the bulls are to be let loose into the arena. We were allowed to inspect the saddlery, lances, and other equipments used by the *picadors* in the bull-fights; and various technical details connected with these sanguinary displays were minutely explained to us.

On the morrow we were taken by Mr L., agent of the P.S.N.C., in his launch, across to the Cerro, where we visited the *saladeros*, or slaughter-houses. These are of two kinds, the one for killing mares and the other for killing cattle. The former are slaughtered for the sake of their hides, their

flesh being boiled down for grease. It is rumoured that the so-called "Paysandu ox-tongues" are generally those of mares; but I have had no means of verifying the truth of this report. I therefore simply give it for what it is worth. The arrangements for killing cattle are neat and excellent. The animal is confined in a pen, on a level with the door of which is a platform running upon rails. A lasso is thrown over the animal's head, and he is drawn out on to the platform, which is made to pass under a stand. The butcher, who is stationed upon this stand, plunges a long knife into the victim's spine as he passes underneath, and instantaneous death invariably ensues. The carcass is immediately drawn along the rails to the cutting-up department; and so rapid is the process, so ingenious the machinery, that *two minutes* usually suffice for catching, killing, and cutting up an ox! We were unable to witness the process, as the *saladeros* were not working at that season of the year.

Wednesday, October 26, was spent in social visits and entertainments, and on the Thursday afternoon we set sail from Monte Video, having enjoyed a delightful ten days' visit to the capital of Uruguay, thanks to the kindness and hospitality which we received from every one, and most especially from our good friends at the London and Brazilian Bank.

CHAPTER V.

CONTRARY WINDS—SLOW PASSAGE—NUEVO GULF—PATAGONIA—A HAUL OF FISH—AN INDIFFERENT DAY'S SPORT—PORT MADRYN—COMMENCEMENT OF TROUBLES WITH THE SAILORS—TRELEW—A WELSH COLONY—AN EXTRAVAGANT AND BADLY MANAGED RAILWAY—A SHOAL OF PORPOISES—WHALES—FINE WEATHER.

October 27–November 17, 1887.

We decided not to proceed farther up the Rio de la Plata to Buenos Ayres, but continued our southerly course, making for the Welsh colony on the shore of Nuevo Gulf. The distance to this place from Monte Video was 630 miles, and with a fair wind we hoped to complete the passage in four days. As it was, however, we encountered unfavourable weather, the wind being dead against us for forty-eight hours; and for another twenty-five hours we were virtually becalmed. Consequently, although we left Monte Video on Thursday, October 27, we did not sight Delgada Point on the peninsula of San Josef, which encloses Nuevo Gulf on the northern and eastern sides, until November 3, exactly one week after setting sail.

No event of special interest occurred upon the voyage, except that one evening, whilst setting the mainsail, the boom took charge and knocked down the after binnacle, smashing the bowl. The weather was considerably colder than any which we had met with since leaving England, and for the first time upon our voyage we had a fire in the saloon.

At various intervals we saw great flocks of Cape pigeons and albatross, and on one occasion a sea-lion came within a hundred yards of the yacht.

The sun was shining brightly on the morning of Thursday, November 3, and the temperature had again become quite warm when we entered Nuevo Gulf, and beat up to our anchorage against a head-wind from the west. We had been in sight of the coast of Patagonia for several hours previously; but the prospect had been very dull and uninteresting, consisting of one unbroken line of white cliffs, from 50 to 100 feet high. At 7 P.M. we anchored in Pyramid Bay, in seven fathoms of water, and about a mile from the shore. This bay was visited by Mr Lambert in 1880, who in his entertaining book, 'The Voyage of the Wanderer,' mentions the fishing here to be very good. Accordingly, after dinner I landed in the dingy to haul the seine, and was enabled to corroborate to the full Mr Lambert's testimony upon this point. We had a most successful trial, catching in three hauls about 2 cwt. of excellent fish. The majority were a kind of large smelt, called *peccaray*, and there were a dozen or more very large-sized fish, greatly resembling cod. The country bordering on the bay in this neighbourhood is entirely uninhabited.

Next day I landed early, hoping to have a good day's sport. Two of my men accompanied me, armed with rifles and revolvers, in case of our encountering any hostile Indians. We climbed the cliff, at the summit of which we found an undulating plain of a sandy nature and with a wretchedly poor soil. The vegetation consisted chiefly of coarse grass growing in patches and small thorn-bushes. Mr Lambert described the district as suitable for sheep and cattle; but our experience of it was of a diametrically opposite character. After walking along for about two miles we came across some animals, which we imagined to be a species of small deer. We could not get very near them, but I was

fortunate enough to kill one with a shot from my express rifle at the distance of over 120 yards. It proved to be a *Mara* or *Patagonian cavy,* resembling somewhat a gigantic hare. We saw several more of these animals during the day, but they were very shy, and we were unable to get nearer to them than from 150 to 200 yards. We also sighted four guanacos; but the country is not adapted to stalking, and we could not get within 1000 yards of them. The only other game which we put up was a brace of partridges, apparently very much the same as our English birds. On the whole, I was decidedly disappointed with the result of our day's excursion, as I had been led from Mr Lambert's account to expect an abundant supply of game. We found several broken eggs of the *rhea,* or American ostrich, but we could see no trace of the birds themselves. Nor did we see anything of the two lakes mentioned by Mr Lambert. In fact, we did not come across the slightest trace of any water.

We reached the shore again at five o'clock, and I strolled along the beautiful sandy beach for a couple of hours, to see whether I could pick up any objects of curiosity. There was a great deal of drift-wood lying about, and the lower part of the cliffs was filled with prodigious quantities of oyster and clam shells, the low-water rocks being also covered with mussels. The only thing which I really picked up, however, was a sponge belonging to a 64-pounder gun, which must have fallen overboard from some man-of-war and been washed ashore. At dinner we had some of the fish which we had caught in the seine the evening before, and we found them very excellent eating.

On Saturday, November 5, we got under way and sailed across the gulf to Port Madryn, which is the harbour for the Welsh colony of Chupat. A Norwegian barque was lying in the harbour when we arrived. On going ashore in the afternoon we were met by two Englishmen, Messrs B. & G.,

who were superintending the construction of a railway from the port to Chupat. They took us for a stroll, and showed us the progress of the works. Besides the rough huts erected by the railroad *employés*, there were only four houses in the place, including the future railway station. The construction of this line was commenced in May 1886, and it was expected to be open for traffic in May 1888. The whole length of the line was to be 43 miles. An English company had undertaken its construction and management; and from what we could see, it appeared as if everything was being conducted on a most extravagant scale. The engines and rolling stock had all been manufactured in England, sent out in pieces, and put together here. The carriages, which were already finished, were Pullman cars of the most handsome type, fitted up according to all the latest improvements. Considering that the railway is simply intended for the accommodation of a few Welsh colonists, who live in a most rough-and-ready fashion, it certainly did seem little short of ridiculous to see the magnificent Pullman carriages. Messrs B. & G. complained greatly of the insolence and discontent displayed by the Welshmen who had been employed on the line, the conduct of whom had at length become so insupportable that they had all been discharged from the work, and Italians had been imported to take their places. These were proving far more satisfactory in every way, and good progress was being made with the work at the time of our visit to the place. The great difficulty connected with the undertaking was the absolute deficiency of fresh water, every drop of which had to be brought from Chupat. Several borings had been made in various parts, some of which we witnessed in operation ourselves; but they had all been unsuccessful up to that time. Whether water has since been discovered or not, I am unable to say.

During our stay at Port Madryn the first troubles of our voyage began, in the shape of a disagreement with the

sailing-master. This man evinced a spirit of independence and insolent self-will, which occasioned me at the time no little uneasiness as to its effect upon the rest of the crew, and which shortly afterwards culminated in a manner presently to be described. However, upon this occasion I managed to make matters straight, with no worse result than the inconvenience of being prevented from landing for the greater part of one day.

On Monday, November 7, we were conducted by Mr G. over the line to Trelew, the terminus for the Welsh colony. The passenger carriages had not yet commenced to run; so chairs were placed in a brake-van, and we had really a very comfortable journey. The scenery was uninteresting in the extreme, with nothing but sandy plains on either side, studded about with stunted bushes. We could not help recalling with commiseration and pity the difficult and wearisome experiences of Mr Lambert and his party, which are so graphically described in his interesting book. The line, which was not in existence at the time of his visit, is almost perfectly straight; and as there are neither bridges nor tunnels, it cannot have been very difficult to construct Mr G. informed us that there was an intention to extend it at some future time, so as to open up inland communication with Buenos Ayres *viâ* Patagones.

On arriving at Trelew we found a letter of invitation from Mr Lewis Jones, the head of the colony, awaiting us; but it was too late that night to visit him, and we stayed accordingly at a homely but very comfortable inn, which had lately been opened near the railway terminus by a Welshman and his wife. During the night rain fell heavily, but the morning broke clear and fine.

We rose at 6.30 A.M., and went off to a lake about half a mile from the inn, in the hope of having some duck-shooting. We saw a great quantity of these birds, as also some very handsome swans with beautiful black necks and

heads. Unfortunately, however, we were unable to get a shot at them, as they kept well away in the very centre of the lake.

Trelew was a miserable little place, consisting merely of a few houses erected for the railway officials and navvies, a co-operative store, and the inn where we had passed the night. No liquor could be obtained, tea being the universal drink at every meal. No doubt in course of time this place will grow, and it may be destined to occupy a position of comparative importance; but at present it was merely in the stage of infancy, and that an infancy apparently of anything but a robust nature.

We started in a dogcart at 11 A.M. to drive to Mr Lewis Jones's house, which was nine miles distant from Trelew. The road passed through the valley of the Chupat, which, though entirely cultivated, principally with wheat crops, appeared to be composed of an exceedingly poor soil, differing but little from the rest of the country. I was, I must confess, grievously disappointed with what I saw, for I had been led to anticipate that in this valley, at least, I should meet with a rich and fertile vegetation. One can hardly understand how any colony, Welsh or otherwise, could have fixed upon such a locality for their future home.

The history of this settlement is interesting and curious. In July 1865, 150 emigrants arrived hither from Wales, attracted by the utter loneliness and seclusion of the spot; their object being to found a colony where nothing but the Welsh language should be spoken, and where they would be compelled to associate solely with members of their own nationality.

Their venture proved at the outset a comparative failure; for instead of attracting other Welsh emigrants to the spot, their own numbers became gradually diminished through the inroads of sickness and death, so that within a couple

of years after their first arrival only 120 settlers were left. These, disappointed at the want of fertility exhibited by the soil, and downcast at their losses and the little encouragement which they had received from their fellow-countrymen, abandoned the settlement in 1867, and retired to the shores of Nuevo Gulf. Here they endured most grievous hardships and privations, many of them being reduced to the verge of starvation. Food and aid providentially arrived in one of H.M. ships just at the direst extremity of their need; and from this time their prospects began to revive in a measure. In 1871 they decided to return to Chupat, having been reinforced by new arrivals from Wales; and from the date of their second settlement in the colony, their prosperity has gradually but steadily increased. In 1876 the population had risen to 690, in 1883 it had reached 1286, and in 1887 there were as many as 2300 Welsh inhabitants at Chupat. The valley is divided into 390 farms, nearly all of which were in occupation at the time of our visit. The colony is under the management of a president and council, though they are of course subject to the Government of the Argentine Republic. They belong without exception to the Nonconformist religion, though they are divided into several denominations. On every side one observed evident indications of industry and enterprise. Canals have been constructed, and works of irrigation are in operation; and with the opening of the railway further progress will doubtless be made. Notwithstanding these outward signs of prosperity, however, we were given to understand that the majority of the colonists are indolent and apathetic; and that all the improvements are due to the energy and skill of one or two of their leading men, chief amongst whom, and far in advance of all others, was the host whom we were about to visit, Mr Lewis Jones. During our drive we passed several of the colonists' houses, and we were struck by the

slovenly aspect of the houses and farms, which presented a lamentable contrast to the neatness and order which we had noticed in the flourishing Swiss colony near Monte Video.

On our arrival at Mr Jones's house soon after noon, we were greatly disappointed to find that he was absent from home, having been called away upon unavoidable business. We were, however, warmly welcomed by his kind and hospitable wife, who made us most comfortable in the new house, which was barely finished, their former house having been washed away by a flood, as described by Mr Lambert. The present house has been erected on the site of the old one, and on the very margin of the river, which is here 100 yards wide. After the first experience, it seemed to us strangely imprudent to have ventured upon a second house on the same spot. After lunch, we drove to Tre Rawson, the principal village in the colony; but, as it appeared to us, an untidy, straggling place. Here the governor and officials of the Argentine Republic have their residences, and there is also a post-office, besides two or three stores. The village extends on both sides of the river, and is situated about five miles from the sea.

Nov. 9.—A very high wind was blowing this morning, but the weather was otherwise fine. We were obliged to leave Mr Jones's house at a quarter to ten, in order to be in time to catch the train which was to carry us back to Port Madryn. Mrs Jones accompanied us part of the way, until we met her husband returning home from the visit which he had been compelled to make. We had only time to exchange a few words with him, before bidding farewell to him and our agreeable hostess; and it was a source of great disappointment to us that we had been so unfortunate as to miss him. We had been hoping to have gleaned from him much interesting information, not only concerning the colony, but also concerning the district in which the colony is situated; and, moreover, it would have been a great

pleasure to have spent an evening in the society of one to whose individual exertions and enterprise the prosperity of the whole colony was almost entirely due.

As it was, we might have spent a little more time in his company; for on our arrival at Trelew, we found that the train had not yet returned from Port Madryn, whither it had gone back after depositing us, and that we could not possibly leave until late in the afternoon. We therefore went off to the lake again with our guns, and succeeded in bagging one teal and two spur-winged plover. We saw an even greater quantity of game than before; but they were so shy that we could not get near them.

At 5 P.M. the train arrived, but the engine had run short of coal! It would be impossible to start until more had been fetched from Port Madryn, forty-three miles away! There was no help for it, and grumbling was useless; so, swallowing our disgust and indignation, we made ourselves as comfortable as we could for another night at the inn, where, I am bound to say, we received every care and attention from our Welsh host and his wife. On the whole, I was much disappointed with my visit to Chupat; and if I had known that the condition of agriculture was so poor, and that there was such a total absence of neatness and order throughout the settlement, I certainly should not have thought it worth my while to spend so much time in the neighbourhood, nor indeed to have visited Nuevo Gulf at all. At the same time, I believe that the colony has made distinct progress since Mr Lambert's visit in 1882, though the expensive railway, with its Pullman cars, seems, to say the least of it, premature, and a rough waggon line would have answered all the requirements of the colony.

We left Trelew at 9.30 A.M. next morning, reaching Port Madryn at two o'clock, thus taking four and a half hours to accomplish the journey of forty-three miles. After lunching with Mr G., we went off to the yacht, a gale blowing at the time.

Friday, Nov. 11th.—The morning was one of the most lovely imaginable, the gale had quite subsided, and the weather was much warmer than that which we had experienced for many days. We went ashore in the morning to bid farewell to Messrs B. and G., who had shown us every attention during our visit to Port Madryn; and soon after noon we weighed anchor, setting sail with a light, fair breeze. A large shoal of porpoises came round the ship as we were leaving the harbour; and after the carpenter had unsuccessfully endeavoured to harpoon one, the boatswain managed to secure his prey, driving the harpoon through his thick hide, and deep down into his flesh. We played it for about five minutes, and then hoisted it on board, when the butcher's services were brought into requisition. Upon being slaughtered, it bled profusely, like a pig; and when cooked, it tasted not unlike coarse beef. The men ate heartily of it, and pronounced it very good.

We intended making for Port St Elena, at the north end of Camerones Bay, and about 150 miles south of Nuevo Gulf; but a strong gale came on during the following night, and lasted for thirty-six hours. We shipped a great deal of water, which drowned all our fowls, and stove the bulwarks in forwards. Moreover, a strong current sets to the eastward, and we found it almost impossible to beat up against the wind and sea. We therefore decided on the second day to give up our intention of touching at Port St Elena, and directed our course for Stanley, in the Falkland Islands. Whilst the gale was at its height we passed the dead body of a man, dressed in blue clothes, floating by close to the yacht. It was evidently the corpse of some poor sailor who had fallen overboard from his ship and been drowned.

When we altered our course we had 489 miles to run before reaching Stanley, and this we accomplished in four days. The wind gradually dropped, and the sea went down soon after we had set our faces towards the Falkland Islands,

and the ensuing days were beautiful, warm, and bright. We saw a great number of whales.

On Wednesday, November 16, the weather again changed, the air becoming bleak and cold, and the sky so heavily overcast that there was every appearance of a coming storm. Our anticipations of bad weather were not, however, realised; for, when the sun set, the sky cleared and the evening became beautifully fine. We had a calm pleasant night, and by daybreak on the following morning we found ourselves running along the coast, scarcely more than three miles away from the shore.

CHAPTER VI.

THE FALKLAND ISLANDS—STANLEY—AN UNPLEASANT INCIDENT—ENFORCED DELAY—AN IMPROVING COLONY AND AN EXCELLENT GOVERNOR—H.M.S. SWALLOW—WILD-FOWL AND GAME—SEALS—A DAY'S SHOOTING—SUBMARINE MINING OPERATIONS.

November 17–December 5, 1887.

COASTING along the northern shore of the East Falkland Island, we passed the Volunteer Rocks and soon found ourselves off Stanley. The wind, however, was dead ahead of us, and we had great difficulty in beating up against it, so that we did not anchor off Mr Dean's pier until the afternoon. We greatly admired the appearance of the little settlement as we viewed it from our anchorage. The houses were chiefly built of wood; and though small, they all looked neat and clean, and the majority of them had little greenhouses attached to them. We landed and called on the governor, Mr Kerr, who together with his family gave us a cordial and hospitable reception. Government House was an old-fashioned rambling building, the exterior of which was by no means attractive. It was, however, exceedingly comfortable inside, and great improvements had been made on it by Mr Kerr. A battery of three guns behind a small earthwork was supposed to protect the house; but it did not appear likely to have been of much service, as all the guns were old and worn out. One of them

was dismounted, and the carriages of the two others were falling to pieces.

On strolling through the town we found that its closer acquaintance did not belie the opinion which we had formed of it from a distance. The streets and houses were kept in excellent order, and the large general stores, of which there were three, were clean-looking and well arranged. There were several minor shops, two inns, and, as it seemed to us, an inordinate proportion of public-houses. We noticed a pretty little Catholic chapel, though owing to the want of a priest there was no service; but the English church had been destroyed two years before by a landslip, and had not yet been rebuilt. The cemetery, which we visited, was evidently carefully attended to; we observed a large number of sailors' graves.

The present history of the group of Falkland Isles does not reach back much more than two hundred years. It is true that they were sighted by Davis in 1592; but Captain Strong was the first to visit them in 1689, and they were named by him after his patron, Lord Falkland. They were occupied in 1710 by the French, who established a colony at Port Louis, Berkeley Sound, in 1763. Five years later they were, however, expelled by the Spanish, who in their turn were forced to yield them up to the English in 1771. The latter neglected to colonise the islands, which were in consequence claimed by the Argentine Republic, who established a settlement at Port Louis in 1820. During a dispute between that republic and the United States in 1831, the latter destroyed the colony. Once again the British flag was hoisted on the Isles in 1833, and since that time they have been effectively occupied by the English. The seat of government was removed from Port Louis to Stanley in 1844.

The group consists of two main islands, called respectively East and West Falkland, and about one hundred other

smaller islets. The total area of the whole group does not exceed 6500 square miles. The climate is bleak and boisterous, and owing to the prevalence of strong winds no trees or crops can be raised. The thermometer varies from 30° to 50° Fahr. in the winter, and from 40° to 60° in the summer. An enormous quantity of rain falls, and an average of 240 days in the year are registered as "wet." The islands are mountainous, the highest point—viz., the summit of Mount Adam—being 2315 feet above the level of the sea. The soil is chiefly peat, which is used for fuel. The population numbered 811 in 1871, and 1843 in 1887, 850 of the latter residing in Stanley. A mail arrives and leaves for Europe once a-month by the Hamburg Kosmos S.N.C. Altogether, we should scarcely be inclined to recommend the Falkland Islands as a desirable place of residence for those who are at liberty to choose for themselves.

On Friday, November 18, the day after our arrival at Stanley, a highly unpleasant incident occurred. My sailing-master, with whom, as I have mentioned above, I had already had some little trouble, accosted me bluntly when I came on deck in the morning, and informed me that he had determined not to leave the harbour until I had dismissed one of the servants to whom he had taken a dislike. Apart from my unwillingness to be browbeaten by my own *employé* in this manner, I felt no inclination to accede to his demand, for I had found nothing worthy of blame in the conduct of the servant referred to. I therefore told the fellow that I should certainly do nothing of the kind; and I warned him that he was not at liberty to leave me thus at a moment's notice, and that if he persisted in his determination I should prosecute him for breach of contract and insubordination of conduct. Upon this the man completely lost his temper, and passionately made use of the most violent and abusive language towards me in the presence and hearing of several of the sailors upon deck. To put an

end to this scene I went ashore and reported the matter to the shipping-master, who sent a message forthwith to the yacht summoning the offender before him. The man took no notice of this summons, and not until another messenger had been despatched for him, some three hours later, did he condescend to put in an appearance. He was then considerably the worse for drink, and was most argumentative and irrepressible. The shipping-master informed him that he had, by his refusal to take my vessel out of harbour, *ipso facto* dismissed himself. He was accordingly ordered to return on board to pack up his things, and to be ready to quit at 5 P.M. During all the time that he remained on board he was very noisy and troublesome, using foul language, and annoying everybody; and it was with the greatest difficulty, and only after threatening to send for the police, that we finally succeeded in getting rid of him. Three days after, I settled up with him and paid him off, he being so drunk meanwhile that it was impossible to attempt to reckon up with him. He left the island on the following day by the Kosmos Company's s.s. Setos.

This unpleasant *contretemps* necessitated my despatching a cablegram to England for a new sailing-master, and delayed us at Stanley for three months. It was not until the 10th of the following February that we were able once again to put out to sea. The prospect of this long delay was not very inviting, but, with one trifling exception, all hands on board acquiesced in the inevitable with excellent grace; and after all, we found so many friends, and received such kindness on every side, that the time passed away far more pleasantly and rapidly than any of us at first anticipated. H.M.S. Swallow was lying at anchor in the harbour during the greater part of our sojourn at Stanley, and Captain F. and her other officers contributed in no small degree to relieve the tedium of our waiting-time. We also had the opportunity of gaining a further insight into the condition,

capabilities, and prospects of the islands, and made the very agreeable acquaintanceship of the Messrs Dean, who possess the chief ship-repairing yard, as also of the Rev. Lowther Brandon, the colonial chaplain at Stanley.

The latter preached us excellent sermons on the Sundays, though since the unfortunate destruction of his church his congregations have been very small. He was making strenuous efforts to raise a fund for the rebuilding of the church, in which he was being ardently supported by the bishop of the diocese. The latter, however, appeared to us to be far too ambitious and extravagant in his aims, for he had insisted upon the raising of £7000, a sum of money which seemed a great deal in excess of the requirements of that small settlement. Already £3000 had been subscribed or promised, and I could not help thinking that this was amply sufficient.

After lunch, on our first Sunday in Stanley, we walked out to see the new reservoir which was in course of construction, in order to enable the water for the use of the colony to be obtained from a fresh source, that hitherto in use having been condemned as unwholesome and dangerous. During this walk we learned that the whole of the land in the colony had been already taken up, with the exception of 600,000 acres belonging to the Falkland Islands Company, which was freehold. The land is held on a nineteen years' lease from the Crown, the present rental being £10 per 6000 acres. No leases will be renewed at the expiration of their term for a smaller sum than £20 per 6000 acres, and in many cases the rentals will be raised to £25 and upwards. This improvement in the value of property was in a great measure due to the governor, Mr Kerr, who, during the seven years that he had held his office, had enormously improved the financial position of the colony. Exports had risen from £20,000 per annum in 1870 to £108,000 per annum in 1887, and imports from £21,000 to £67,000. The

colony was entirely self-supporting, and there was no public debt whatever. The only tax was that on dogs, but licences had to be taken out by publicans. Import duties were charged on wine and spirits and tobacco at much the same rates as those in England. The exports consisted almost entirely of wool, sheep-farming being the principal occupation of the colony. The islands were almost free from crime, though drunkenness seemed to prevail to a more than average extent. This, no doubt, was mainly due to the unnecessarily large number of public-houses, which I have already noticed above. Minor charges were settled by the police magistrate, the more serious cases and those of appeal being adjudicated upon by a supreme court, presided over by the governor, and provided with a jury. Capital punishment was allowed for the crime of murder, but only one execution had ever taken place in the colony. Coroners' inquests were held in cases of necessity, similar in all respects to those in England, except that the number of jurymen was restricted to six.

A detachment of marines was formerly stationed at Stanley, but in 1879 they were withdrawn; and the welfare of the colony is intrusted to the care of a few policemen, who are for the most part old army or navy pensioners. A very strong feeling of loyalty to the old country prevails throughout the Falkland Islands, a strong evidence whereof has been afforded by the liberal sum of £280 which has been subscribed for the Imperial Institute, and which signifies more than 3s. per head of the population. We doubt whether this proportion will be equalled throughout the wide extent of the British empire.

There are no roads throughout the islands, with the exception of a short one through the settlement at Stanley.

On Thursday, November 24, I visited the Bidston Hill, a fine four-masted ship that had been lying at Stanley for the last seven months undergoing repairs. She had met with

terrific weather whilst doubling Cape Horn, and her top-masts and top-gallant-masts with all gear attached had been completely carried away. The repairs had been executed by the Messrs Dean, and the master of the ship pronounced the work to have been excellently done. The work-people, however, had been outrageously slow and leisurely in their operations; and the cost of everything had been most exorbitant. The ship-carpenters received 16s. 9d. and the blacksmiths 20s. per day; whilst every man was paid 3s. per hour for overtime. Altogether the repairs to the ship had cost £9500, a sum which seemed ridiculously high.

The weather at this period was exceedingly disagreeable, heavy rain falling day after day, accompanied not unfrequently by strong, cold gales. I went ashore most days; but there was little chance of seeing anything, and pool at Government House occupied the greater part of our time. During the finer intervals we frequently strolled in the governor's gardens, which were well stocked with European vegetables and with strawberries, melons and cucumbers being grown under glass. We were amused by being shown a small apple preserved in spirits, and regarded as a great curiosity, as being the only one ever produced in the colony.

H.M.S. Swallow arrived on Friday, November 25, and next day we were introduced to Captain F. at Government House. That same afternoon H. went out shooting, and brought back three fine geese and about a dozen dotterel. Wild-fowl abound in certain parts of the islands, and good sport can often be obtained. Three species of geese are met with here —the upland, the brent, and the kelp. The last-named is a very handsome bird, but is quite unfit for food. The duck tribe is represented by widgeon, teal, pampas-teal, grey ducks, and steamer-ducks, the last two sorts being inedible. Black-necked swans are also occasionally to be met with, but they are somewhat rare. Snipe, on the other hand, are very abundant.

The islands are famous for their sea-birds, included in

which are to be found mollymauks, shags, divers, red and white-breasted grebes, Cape-hens, gulls, and penguins. There are several varieties of gulls, one in particular with a bright pink breast being especially beautiful. The penguins are of three sorts—the king, the gentoo, and the rocky penguin.

Wild horses, cattle, and pigs exist in some parts, as also guanaco, goats, and rabbits. These, however, are not indigenous, but are the descendants of those animals which were brought to the islands at the times of the French and Spanish occupations, and which were left free to roam at will when those colonies were destroyed. The cattle are now reduced to a few herds, which are exceedingly wild and difficult to approach. Neither are the wild horses or pigs very numerous, and it is probable that they will all become extinct before the expiration of many years. Foxes were formerly existent here in great abundance, but they have been entirely killed off, on account of the ravages which they wrought amongst the young lambs; and not a single fox is now to be found. Hares and rabbits, however, are constantly increasing, though it is a curious fact that notwithstanding the perfectly healthy condition in which they are, the former breed is visibly diminishing in size.

The hair-seal frequents the coasts, and large "rookeries" of these marine animals are to be found on some of the minor islands. The fur-seal was also very abundant at one time, but owing to the reckless and indiscriminate slaughter that ensued for many years, the breed was nearly exterminated. Now the seals are rigidly protected between the months of October and April, and a heavy penalty is exacted for killing them during the close season.

On Wednesday, November 30, we went across to a place called Sparrow Cove, in Mr Dean's steam-launch, for the purpose of having a day's shooting. We were accompanied by Captain F. and three other officers of the Swallow; but the result of the day's sport was rather disappointing, our

total bag consisting only of six geese, three hares, and one snipe. We visited a rookery of gentoo penguins, and there we saw a curious and interesting spectacle. The nests, if so they may be called, consisted of slight depressions in the ground, close together, and in regular lines about a foot apart. Each nest, as a rule, contained two eggs, and the mother-birds refused to leave them until they were actually driven off. They then waddled away with an absurd gait a short distance up the hill, keeping up all the while an unearthly and discordant screeching, and snapping at us with their long bills. The newly-hatched chicken penguins were curious ugly little things covered with a greyish down.

The day after our shooting excursion, a dance was given by the petty officers and men of H.M.S. Swallow in a sail-loft. The room was very prettily decorated with flags, and dancing was kept up with great vigour and spirit till the early hours of the morning.

Saturday, December 3.—Lunched with Captain F. on board the Swallow, and afterwards witnessed some interesting submarine mining operations. A cask was moored at a certain distance from the ship, and this was the imaginary obstruction which had to be blown up. The charge consisted of 20 lb. of gun-cotton, and it was fired by electricity. A column of water ascended some 80 to 100 feet into the air with a very fine effect, and nothing more was seen of the cask!

On the following morning we attended divine service on board the Swallow, the hymns being extremely well sung by the officers and men; and in the afternoon we decided to start the following morning in company with the Swallow, to visit some of the minor islands belonging to the Falkland group, and to endeavour to get some shooting on them. Accordingly, at 10 A.M. on Monday, December 5, we once again weighed anchor for a while, and headed out of the harbour towards the open sea.

CHAPTER VII.

AN EXCURSION AMONG THE FALKLAND ISLANDS—LIVELY ISLAND—GOOD SPORT—A COUPLE OF ACCIDENTS—SPEEDWELL ISLAND—A PENGUIN-ROOKERY—"SHAGS"—GEORGE ISLAND—PIG-SHOOTING—A NATIVE *MENU*—A SEA-LION—PORT DARWIN—CHRISTMAS DAY—ANOTHER UNPLEASANT INCIDENT—NEW-YEAR'S EVE.

December 5–31, 1887.

On rounding Cape Pembroke we saw the Swallow waiting for us; and immediately upon our appearance she signalled to us, offering to take us in tow. To this we readily agreed, as the wind was against us, and we should have been obliged to beat the whole way. As it was, we were comfortably towed along at about six knots an hour, and at 7 P.M. we anchored in Kelp Bay, Lively Island, where there is a settlement, which was not, however, visible from our anchorage. Previous to our arrival in the bay we had passed some rather pretty and striking scenery, which was enlivened by extensive clumps of the handsome tussac-grass which grew in many places to a hieght of seven or eight feet.

A short but heavy hailstorm broke over us just before we came to anchor, the hailstones being of enormous size. In the evening Captain F. came on board our yacht, accompanied by the Messrs C., who had leased the whole of Lively Island from the Falkland Islands Company, and had over 10,000 sheep grazing upon it. These gentlemen invited

us to their house for the following day, and accordingly we went ashore at 9 A.M. in the Swallow's steam-cutter, with several of the officers of the ship. The house belonging to Messrs C. was close to the landing-place, and was the only one upon the island. Though small and built of wood, it was very comfortable inside. After a good breakfast, we started forth for a day's shooting, which turned out most enjoyable and successful. There were an enormous number of snipe on the island, and they were so tame that we had almost to kick them up. Geese were also exceedingly abundant, and we could have shot any quantity of them, as they allowed us to get quite close to them; but they were unfit to eat at that season of the year, and we therefore let them alone. In the afternoon we had some excellent sport at a pond with teal and widgeon; and on our return to the settlement at 6 P.M. we found that we had bagged, with eight guns, fifty couple of snipe, twenty-one teal, and six widgeon.

The next day we resumed our shooting, and our bag, with the same number of guns, consisted of thirty-five teal, three widgeon, and ten couple of snipe. It proved, however, rather an unfortunate day so far as I was personally concerned, for a couple of accidents happened to me. The ponds where we shot were at some distance from the landing-place, and Mr C. had therefore kindly provided horses for us to ride. The animal allotted to me was a young one, only partially broken in, and never ridden but once before in its life. As I was mounting, and before I could settle myself in the saddle, the creature commenced to buck violently, and threw me heavily to the ground. Though considerably shaken, I was uninjured, and on the second attempt I succeeded in getting safely astride of her, and soon she became docile and quiet. The other unfortunate *contretemps* occurred in the afternoon. I peppered Captain F. in mistake for a teal! "All's well that ends well," is a saying of much comfort, and, happily, from neither of these accidents did any serious results follow.

On the following morning, Thursday, December 8, we were under way at 5 A.M., in tow of the Swallow, bound for Speedwell Island, another of the group. On our way we passed the Star of Scotia, a barque which had been wrecked about three months previously. All her masts and spars were standing, and she looked as if she had really sustained no damage. The rocks were, however, I was told, sticking up through her keel. The crew deserted her when she struck, and went off in two boats. That commanded by the captain reached the shore in safety, but the one in charge of the mate was capsized, every man in her being drowned. She was laden with wheat, and after the wreck, was bought by Williams, of Stanley, for £25.

We reached Speedwell Island at 2.30 P.M., and I went ashore with Captain F., where we were met on landing by Mr W., the manager of the Messrs C. These gentlemen rented the greater part of this island, in addition to Lively Island, which we had just visited, and here they had as many as 12,000 sheep on their farm. Some of our party went for a couple of hours' shooting that same afternoon, and succeeded in bagging six and a half couple of snipe, fourteen rabbits, and three teal—not a bad result for so short a time.

Leaving our yacht at anchor next day, we went on board the Swallow to a bay about six miles away, on the north-west side of the island, where we were informed that we should have an excellent day's sport with rabbits. As soon as we landed, we perceived that the prospects which had been held out to us were likely to be realised, for at once we found ourselves in the presence of a vast quantity of rabbits, which were uncommonly tame. There was no cover of any kind, but the sport was redeemed from simple slaughter by the tufts of old tussac-grass, round which the rabbits continually dodged, thus rendering the shooting somewhat difficult. Notwithstanding this, with nine guns we had bagged 376 rabbits, six and a half couple of snipe, and four

teal, when we left off shooting at four o'clock in the afternoon. We returned to our anchorage off the settlement, arriving there about 6.30 P.M. The weather had been rough and boisterous all day, but it had not greatly interfered with the enjoyment of our sport.

Next morning the sun shone brightly. The wind had gone down, and we had a lovely day. We went ashore at 10 A.M., in order to enjoy another day's shooting. Mr W. had kindly provided horses for us, and we rode off across the island in the direction of the bay, where we had landed the day before. The rabbits were again very plentiful; but they were much wilder than those we had encountered before. Nevertheless we had very fair sport; our bag amounting to 150 rabbits, three and a half couple of snipe, two teal, and one widgeon. We saw a great number of silver-grey-coloured rabbits on this day, and in the course of our ride we came across a very remarkable penguin-rookery. From 3000 to 4000 birds, at the lowest estimate, were sitting on their nests, and they appeared greatly to resent our approach. This was scarcely to be wondered at, for a shepherd informed us that the eggs were excellent eating, and that all the people in the settlement robbed the nests extensively. We did not taste the eggs ourselves; but I see no reason why they should not be good, though probably they would be somewhat fishy and strong.

The next day being Sunday, we went to service on board the Swallow at 10 A.M., several of the officers returning with us afterwards to lunch on board our yacht. In the afternoon we walked to a "shag" rookery, and examined several of the young birds. They were curious, ugly little creatures, with skins perfectly black and as smooth as leather; there were neither feathers nor down upon their bodies. Several of us were anxious to try another day's shooting over the same ground which we had traversed on the Saturday, and we therefore remained at Speedwell Island over Monday,

December 12. On that day, with seven guns, we bagged 170 rabbits, ten couple of snipe, five teal, and two widgeon; but we found the animals distinctly wilder, no doubt owing to the havoc which we had previously wrought amongst them.

Tuesday, Dec. 13.—We got under way at 8 A.M., and proceeded to yet another island leased by the Messrs C., which we reached in a couple of hours. This was called George Island, and our anchorage was named Owen Roads. Messrs C. had no live stock there when we visited it, but wild pigs were said to be very abundant. We landed in high spirits, in expectation of an exciting day's sport; and our party looked uncommonly formidable, for we had several blue-jackets with us armed with boarding-pikes. We soon came across traces of pigs in the long tussac-grass, which covered a considerable portion of the island; but owing to its height, we experienced great difficulty in catching a sight of any of the animals. Mr M., however, to whom I had lent my 10-bore rifle, got a snap shot at a pig, after we had been walking through the grass for some considerable time. The bullet struck the animal in the side, breaking five ribs and the spinal column, and coming out through the neck, just below the ear. It proved to be a huge black sow, bearing a marked resemblance to the ungainly hogs of inferior breed which are to be seen about the cottages in many parts of Ireland. There were none of the characteristics of a wild boar about it; and probably these pigs, like the wild horses and cattle on the main island, are the remains of a domestic breed introduced by settlers in the eighteenth century.

This was, unfortunately, the only pig which we secured; and as the rain began to fall heavily after luncheon, and the afternoon gave every appearance of being excessively disagreeable, we decided to give over shooting, and returned on board with nothing but that one sow and six and a half couple of snipe to show as the result of our day's sport. A

violent squall broke over us soon after our arrival on board, and for a time it seemed impossible that we should be able to keep an engagement which we had formed to dine with the captain of the Swallow, although the distance between our vessels was only 300 yards. However, we did manage at last to make the passage, with no more inconvenience than a thorough drenching, which made us feel uncommonly limp when we received the captain's greeting on the deck. However, a good dinner and plenty of champagne thoroughly revived our spirits, and by the time that we bade adieu to our friendly host, the weather had again become calm and pleasant. The *menu* of the dinner is worth recording; for everything, except the *entremets*, had been procured upon the island. Here it is:—

Goose Soup.	Roast Hare.
Salmi of Teal.	Currant Puffs.
Snipe-pie.	Cheese.

Our comrade the Swallow left early next morning for Port Darwin, the second settlement in the Falkland Islands. We remained behind for another day, being anxious to visit a sea-lion rookery which, as we had been informed, existed upon Barren Island, a short distance away from George Island. We started for the spot in the steam-launch; but, unfortunately, the whole island was surrounded by a dense impenetrable mass of kelp, through which the propeller was unable to force its way. We were therefore compelled to give up the attempt, and returned to George Island, where I determined to try my luck once more at pig-shooting. I walked a long distance without meeting with any success, the only pig I met escaping my bullet by dodging behind a thick clump of tussac-grass. On my way back to the boat I shot three couple of snipe, and just as I was on the point of embarking, a large sea-lion showed its head above water. It dived immediately, but soon rose again to the surface, when

I fired at it with my express rifle, striking it fairly in the head. It sank at once, but the water was covered with blood mingled with brains. We procured a harpoon from the yacht and lashed it to a spar. Using this as a drag, we groped for the body, and after a little while we succeeded in bringing it to the surface. It was a very large-sized sea-lioness, and her head had been completely shattered by my bullet. On opening her body we found in her stomach a stone weighing more than ¼ lb.

The following day we returned to Lively Island, but the passage was disagreeable in the extreme. Rain fell incessantly all day, and we had a strong wind dead ahead of us, with a nasty sea rolling; in consequence of which, although we left our anchorage at 5 A.M., we did not reach our old quarters off Lively Island until seven o'clock in the evening.

Fortunately we were favoured with better weather the next day, Friday, December 16; and, getting under way at 10 A.M., we proceeded up Choiseul Sound to Port Darwin. The passage through the Sound was somewhat intricate, and at a place fitly named the "Narrows," the opening was only a cable and a half wide. We arrived off Port Darwin and anchored alongside the Swallow at 2.30 P.M. Shortly afterwards we went ashore, and visited the colony, which is next in importance to Stanley. It contained only eight houses, however, when we were there, in addition to a Free church and a school. The whole population did not exceed 100 in number, but the settlement looked clean and thriving. A doctor was stationed there, in the pay of the Falkland Islands Company. The beauty of the place was greatly enhanced by a quantity of yellow gorse surrounding it on all sides, and, at the time of our visit, in full bloom. We called on the doctor, and afterwards made arrangements with one of the Company's *employés* to go out after wild cattle on the following day.

This expedition, to which I had looked forward with

some interest and anticipation, proved, unfortunately, a complete failure; for after 60 miles' ride over an exceedingly rough country, and on the most uncomfortable horses which I have ever bestrode, we failed even to find any traces of wild cattle. The shepherds had lately been collecting the sheep for shearing, and this was supposed to have frightened the cattle away. As a matter of fact, however, I believe that, though they were at one time very abundant, there are now very few of them left, they having been killed off to make way for the sheep. We saw several troops of wild horses—or rather of horses misnamed wild—which had been turned out some few years before by Mr Lafone and the Falkland Islands Company. The number of sheep in this district had multiplied enormously in the course of thirty years; for whereas in 1855 there were but 55 altogether, in 1887 they amounted to over 150,000. The annual loss is computed at 12 per cent; but notwithstanding this, the sheep-farming is profitable. At Goose Green, near the settlement, there were very large works on a complete scale, owned by the Company, for the purpose of boiling down sheep for tallow. We visited these works next day; but they were, unfortunately, not in operation at the time. There was also a mutton-freezing establishment belonging to the Company, who have shipped large consignments of frozen meat to England; but the venture has not been found to pay.

We left Port Darwin at 5.30 A.M. on Monday, December 19, arriving at our old berth off Lively Island after three hours' sailing Mr C., who had accompanied us from George Island, went with myself aboard the Swallow, in which we steamed across to Middle Island, where we shot some cattle which had been turned out by Mr C. a couple of years before. We found them very easy to approach, and shot six head, after which we skinned and cut them up, taking back with us as much beef as we could carry.

Whilst we were lying off Port Darwin, some of the Swal-

low's officers had very fair sport in fishing, catching in one day fifteen dozen of trout, averaging about ¼ lb. apiece. These fish resembled English trout in shape; but they had neither scales nor spots, and their skins were like those of eels. They were remarkably sweet and pleasant to the taste.

It was blowing a fresh breeze, with a considerable sea on, when we sailed from Lively Island on Wednesday, December 21, in order to return to our first quarters off Stanley. The wind, however, was behind us the greater part of the way, and we ran along at a spanking pace until we rounded Cape Pembroke. Then the wind headed us, and we had some difficulty in beating against it up to Stanley, where we arrived at mid-day. The governor and his family welcomed us back with friendly warmth when we went ashore in the afternoon. Little worthy of chronicling occurred during the next few days, which were mainly spent in preparations for Christmas Day.

This festival occurred upon a Sunday; and after going aboard the Swallow to offer and receive the greetings of the season, we attended church on shore, returning to H.M.S. at half-past twelve, in order to visit the sailors at their Christmas dinner. We dined at Government House in the evening, giving up the yacht's saloon to the officers and servants for the purpose of entertaining their friends.

My Christmas enjoyment was marred by an unpleasant incident which awaited me on my return to the yacht. The boatswain, Wyllie, had drunk himself into a condition of savage ferocity, and had assaulted the second mate and several of the crew. As he was not in a fit state that evening for the matter to be discussed, I waited until the following day, when I had him up; and after hearing the correct version of the whole affair, I fined him 10s., and disrated him for three months. The day after that, the chief officer again had cause to complain of the conduct of Wyllie, and I therefore felt myself compelled to dismiss him from my service. These

unpleasant episodes sadly mar the enjoyment of a voyage in one's private yacht; but it is, I imagine, impossible to wholly guard against them, and discipline must be maintained at all hazards. Wyllie did not long remain without employment; for he obtained a berth on board the Genesta, a local schooner belonging to the Falkland Islands Company, the day following his discharge from my yacht.

On Friday, December 30, the Kosmos Company's steamer Luxor arrived, homeward bound, and we despatched our mails to England.

On New-Year's Eve we had a festive gathering on board the yacht after dinner. The men sang songs in turn, concluding with a general chorus of "Auld Lang Syne" and "God save the Queen." The ship's bell was tolled at midnight, to usher out the Old Year and to welcome in the New.

Thus ended 1887.

Since leaving Plymouth we had sailed 8779 nautical miles, the total time spent at sea being eighty-two days and four hours; so that we had run at an average rate of 107.06 knots *per diem*.

CHAPTER VIII.

NEW-YEAR'S DAY—ANOTHER EXCURSION—FOX BAY—GREAT ISLAND—RUGGLES ISLAND—EXCITING SPORT—A NASTY ACCIDENT—A GRAND TROPHY—H.M.S. FLAMINGO—THE NEW SKIPPER—FAREWELL TO THE FALKLAND ISLANDS—AT SEA ONCE MORE—THE STRAITS OF MAGELLAN—GREGORY BAY.

January 1–February 17, 1888.

1888. *Jan.* 1.—The New Year was ushered in by a short, sharp shower, after which we had a very pleasant day. It being Sunday, we went to service on board the Swallow at 10 A.M., after which we lunched at Government House. In the afternoon we visited the mission yacht Richard Williams, which was laid up close beside our vessel. She had been in disuse for some time, having been replaced by the Allan Gardner, and was in bad order through neglect.

Nothing worthy of note occurred on the Monday; but on Tuesday, January 3, we started in our yacht for Ruggles Island, another of the Falkland group, where we hoped to have some good sport with wild cattle. M., one of the officers of the Swallow, accompanied us. It was one of the loveliest days which we had since arriving at the Falkland Islands when we weighed anchor. There had, however, been a strong wind the day before, and consequently we encountered a heavy head-sea as soon as we reached Cape Pembroke. By 11 A.M. the breeze had entirely died away, leaving us in a dead calm, which lasted throughout the rest

of the day, although there continued to be a heavy swell, which caused the yacht to roll considerably. So little progress did we make in consequence, that by 9 P.M. we had not advanced 10 knots upon our way, having actually drifted astern during the last few hours. At that time, however, a nice breeze sprang up, and for the next three hours we went along at a very fair pace. Again the wind dropped away at midnight, and by nine o'clock next morning we were only abreast of Lively Island. Another beautiful day ensued; but for sailing purposes the weather was bad, for a dead calm lasted till late in the afternoon, and we did not pass Bull Point, at the southern extremity of East Falkland Island, until 8 P.M. A great change took place about five o'clock next morning, when the wind commenced to blow, increasing in violence to a strong gale with a very heavy sea. The atmosphere also was exceedingly thick; and we therefore made for the nearest place of shelter, an inlet of the sea on the E. coast of West Falkland. The entrance to this inlet, which is called Fox Bay, we found somewhat intricate, with a dangerous reef and a small island in the midst. The force of the wind carried us into the bay at the rate of more than 12 knots an hour, and we were very thankful when we had passed safely through this perilous passage, and found ourselves at anchor off a small settlement called North Arm. On each side of the bay we saw a house and wool-sheds; but the weather was too rough to permit of our landing. The Chance, a small yawl which carries the mails between the different islands, had, like us, put in to this port to escape the stress of weather.

The wind continued to blow with great violence all day and through the greater part of the ensuing night; but the morning of Friday, January 6, broke clear and fine; and the sea had so far moderated that we got under way at 10 A.M., proceeding to Great Island, which we reached at half-past one. This island lies at the S. end of Falkland Sound,

between the two mainlands. We all went ashore to see Mr David Smith, the lessee of Ruggles Island, with whom we desired to make arrangements for our shooting cattle on the following day. On landing we were agreeably surprised to see his brother, Mr Christopher Smith, whom we had met at Port Darwin. Through the latter's introduction we were soon on friendly terms with the gentleman whom we had come to see, and who kindly offered to accompany us himself to Ruggles Island. Accordingly we re-embarked in less than an hour, taking in tow a small cutter containing two of Mr David Smith's men.

We reached Ruggles Island about 3.30 A.M. on the morrow, but we did not land until ten o'clock. We found Christopher Smith and Dr D. waiting for us, and we lost no time in setting forth upon our expedition. M. was armed with my 10-bore rifle, whilst I carried a 500-bore express. Dr D. and the carpenter had smooth-bores. We took with us three men from the yacht, and several shepherds belonging to the island also accompanied us.

After walking for about two miles, we saw a small herd of cattle, which we immediately proceeded to stalk. We succeeded in getting within 150 yards of three fine bulls, one of which was quite black, the second black and white, and the third — an enormous animal — polled red. I fired at the black bull, hitting rather too far back. Though wounded, he started off with the others; but M. immediately sent another bullet into him. This caused him to slacken pace; but he still went on, though evidently with difficulty and in great pain. Presently he took refuge in some high tussac-grass about half a mile away. We followed him, and on reaching the spot we tried to drive him out with dogs. As he refused to budge, M. and I went into the tussac-grass after him, tracing his whereabouts by the marks of blood which he had left behind him. After proceeding cautiously for a short distance I caught an indistinct view

of him lying beneath a clump of tussac-grass, about 20 yards away from me. I fired both barrels into him behind the shoulder, M. at the same time discharging his rifle at him. He had now received five bullets, and we concluded that these must have finished him. To our astonishment he rose and prepared for action, glaring savagely at us, and evidently meditating mischief. M. immediately fired his second barrel, wounding him again, and bringing him for a moment upon his knees. He was up again, however, like lightning, and charged directly at us. Our position was now perilous, for both our rifles were empty, and all we could do was to endeavour to dodge behind the clumps of tussac whilst we were reloading. The bull made at first for M., who succeeded in evading him. I, on the other hand, most unfortunately slipped and fell, and in a moment the infuriated beast was upon me. He drove his horn into the back of my thigh, hoisted me on to his head, carried me a few yards, and then tossed me backwards into the open air. Dr D. and the carpenter providentially came up at this critical juncture, and fired at the animal, who fell dead about 30 yards from the spot where I was lying. I found myself suffering considerable pain, and quite unable to move, my impression being at the time that my thigh-bone was broken. Dr D., however, made an examination of my wound, which was about 1½ inch deep, and he pronounced the bone to be uninjured, though many of the muscles were severely lacerated. An extempore stretcher was soon rigged up, and I was carried down to the shore, whence I was rowed off in a boat to the yacht. When they had got me safely on board Dr D. dressed and bandaged my wound, after which we weighed anchor as soon as possible, as I was anxious to return to Stanley without delay. Notwithstanding the pain which I was suffering and the excitement caused by my accident, I did not forget to bring off with me the head and hind-feet of the bull as a trophy. He was certainly a

magnificent animal of the true original breed, which had been upon the island for one hundred and thirty years. His neck was covered with long, thick, shaggy hair, and his whole frame indicated enormous strength. Ten bullets had been put into him before he finally succumbed.

We were not destined to reach Stanley without delay, for the wind and sea got up to such an extent during the night, and on the next morning the weather was so thick and bad, that we were compelled to put back to Speedwell Island. We arrived and anchored about 2 P.M., and our friend Mr W. came on board, remaining with us to dinner. This was on Sunday, January 8, and on the Monday the weather had so greatly improved that we got under way at 6.50 A.M. As soon as we were clear of Eagle Passage, however, we encountered a nasty, rolling sea, which caused us considerable inconvenience. Nevertheless we reached Stanley before half-past ten in the evening, and I lost no time in despatching a messenger for Dr H., for my wound was causing me some little annoyance. He made a thorough and careful examination, at the end of which he prescribed absolute rest, encouraging me with the assurance that the wound was not serious, and that if I kept myself quiet I should soon be all right again.

We had returned just in time to bid farewell to our friends on board H.M.S. Swallow, who were under orders to sail for Monte Video on the following day, Tuesday, January 10, the ship having been relieved by H.M.S. Flamingo, which had arrived on the previous Thursday. Captain F. and the other officers came aboard to say adieu before weighing anchor; and in the afternoon Captain B. and Mr J. of the Flamingo came to make my acquaintance. Throughout the day I was holding a continuous levee, as nearly every one in Stanley came off to see me, and to inquire about my wound. Dr H. was most attentive, dressing it both morning and evening; as also he did for several succeeding days.

The next three weeks were monotonous and wearisome, and there was absolutely nothing to chronicle during the remainder of the month, with the exception of a terrific thunderstorm on Wednesday January 11, in the midst of which our mainmast was struck by lightning. Fortunately it had been provided with a conductor, which saved it from destruction, but the crash was for the moment extremely alarming, and we all thought that the mast had fallen.

On February 1 the Swallow returned from Monte Video, bringing with her our new sailing-master. He had come out from England by a Royal Mail steamer, and but for the kindness of Captain F. he would have been obliged to wait at Monte Video for the next Kosmos boat, which was not due at Stanley until February 17. My new skipper, unfortunately, was very unwell on his arrival, and the doctor advised him to go ashore and remain there a few days until his health was restored. The Bishop of the Falkland Islands also arrived on board the Swallow, and Captain F. brought his lordship to call upon me. The Rev. Mr B., chaplain at Stanley, met with a serious accident the same day. A children's *fête* had just been held, and Mr B. was in the act of taking down some swings which had been erected for the *fête*, when he fell heavily to the ground from the top bar of one of them, sustaining a compound fracture of the ankle.

My wound was by this time virtually healed, but I had not as yet ventured ashore. I was anxious to do so, however, now, as there would be nothing to detain us longer at Stanley, as soon as the new sailing-master was fit for service, and I had several matters to settle before we left. The next three days, however, proved so boisterous and rough that it was almost impossible to communicate at all with the shore. A furious gale was raging the whole time, and we were even unable to send for coals or water, of both of which we were greatly in need.

On Saturday, February 4, the weather began to moderate

again, and the sailing-master came on board quite recovered from his illness.

The next day was bright, calm, sunny, and warm; and for the first time since my accident I went ashore, and called at Government House. Before returning to the yacht, I also visited the Swallow and the Flamingo, the officers of both which vessels had been, without exception, most kind and attentive to me. H.M.S. Ruby arrived that day, so that quite a large contingent of the British navy was gathered together in Stanley harbour. Our departure was delayed beyond our expectation, for another gale again broke out, lasting more or less for the next four days. We went ashore for the last time on Tuesday, February 7, to bid farewell to the governor and his family, and to make our final calls upon other residents in the place, intending fully to sail on the following day. Before going off to our yacht we attended a Christy Minstrel entertainment in the schoolroom, got up by the men of H.M.S. Flamingo.

Friday, Feb. 10.—At last our prolonged stay at Stanley came to a close, the officers and men of the Swallow cheering us heartily as we passed them about 6 A.M. The Flamingo had left for Monte Video on the previous day. It was with mingled feelings that we gazed for the last time upon the little town and sheltered inlet that had been our home for the last three months. Though delighted at the prospect of once more putting out to the open sea, and experiencing a certain relief from what had been in some sense undoubtedly monotonous, we yet felt, one and all, a pang of regretful sorrow in bidding farewell to a friendly and hospitable shore. The universal kindness which was shown to us, from the governor downwards, will cause us ever to bear in mind, with grateful recollection and affectionate interest, the spot where we saw the old year out and the new year in of 1887-88.

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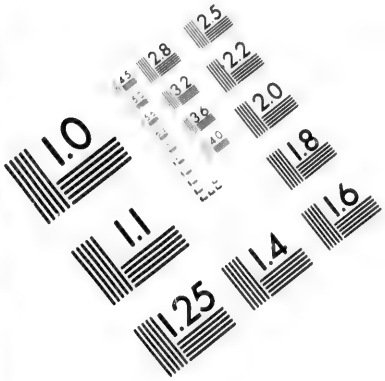
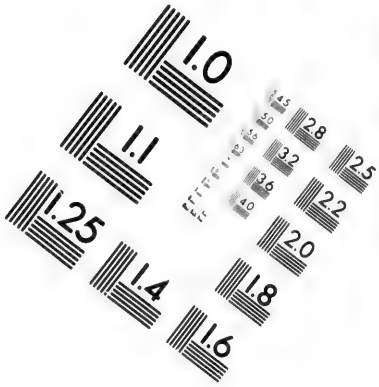
IN THE STRAITS OF MAGELLAN.

We were bound for Cape Virgins, which lies at the east entrance to the Straits of Magellan, and almost due west of the Falkland Islands. In order, however, to get a good offing, we stood a considerable distance to the nor'ard, and by noon on Saturday, February 11, we were in lat. 49° 43′ S., long. 59° 54′ W. This proved a glorious day, with a bright sun, smooth sea, and good fresh favourable breeze, which continued until 4 P.M. on the Sunday afternoon, sending us along at the rate of from 10 to 11 knots an hour. Then the wind began to drop, and by 7 P.M. we were scarcely doing three knots. During the night both wind and sea got up considerably, causing us to roll very heavily. All next day, until sunset, we were under double-reefed main-gaff trysail, double-reefed foresail and jib; but by six o'clock P.M. the wind had moderated, and all the reefs were shaken out.

At 9 A.M. of Tuesday, February 14, we sighted land in the vicinity of Cape Virgins; but the wind was dead ahead and a brisk gale was blowing, so that we made but little progress, and were not abreast of the cape until six o'clock in the evening. We saw the wreck of a schooner on shore near the beacon; and as the direction of the wind rendered any attempt to anchor off Dungeness very unsafe, we continued on our course into the Straits of Magellan, anchoring abreast of the beacon on Direction Hills in Possession Bay at 3 P.M. on the following day. We were too far off the land to go ashore, and we only anchored on account of the head-wind and the strong tide which was against us. The land is low, and, so far as we could see, there were no trees and very little vegetation.

We left Possession Bay at 8.30 A.M. next day; the wind being fair, and everything indicating the promise of a fine and favourable day. We passed through the First Narrows with comfort; but immediately afterwards the wind headed round, and a heavy sea got rapidly up. We had intended





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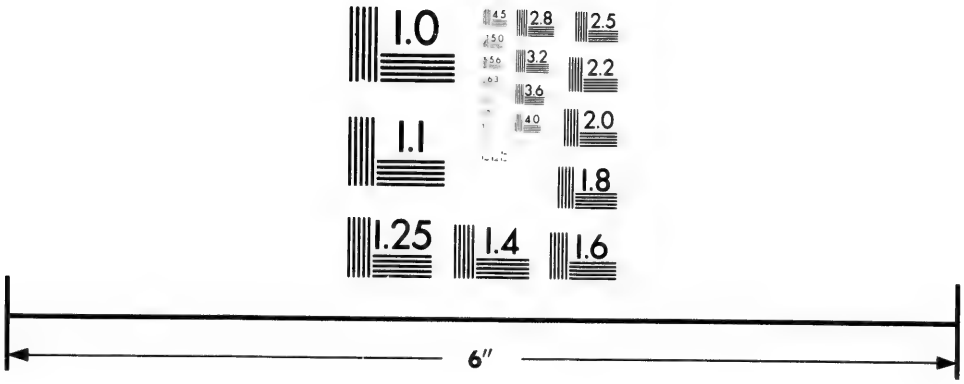

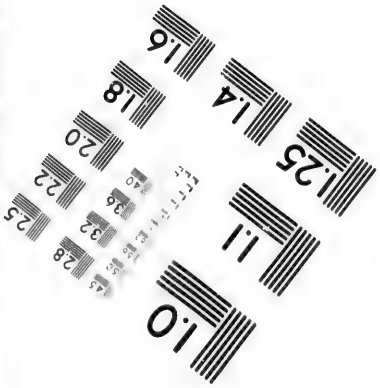

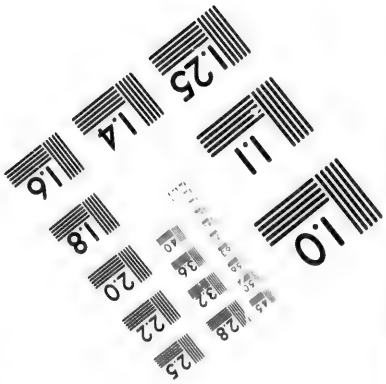

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making for Sandy Point, but as there seemed no possibility of our reaching this, we ran into Gregory Bay, anchoring there at 3 P.M. We landed shortly afterwards, and hauled the seine for fish, but after three attempts we only succeeded in catching a couple of dozen mullet. A Spanish gentleman owns here a ranch of 200,000 acres, upon which he had 16,000 sheep. His manager was an Englishman, a Mr F., who took me to his house, and supplied me with much information as to the capabilities of the neighbourhood with regard to sport. It appeared that excellent shooting was to be had thereabouts, the game principally consisting of wild duck, partridges, and snipe, whilst in the winter guanaco and pumas were to be found in abundance. The last-named animals were exceedingly destructive to the sheep, but otherwise the country was excellently adapted for sheep-farming. The Patagonian Indians were, according to my host's account, very peaceable and harmless, and frequently came down to the settlements to trade. At the time of our visit an encampment of them was stationed within four hours' ride of Gregory Bay.

As the wind was blowing furiously on the following morning, and the prospect of a start seemed hopeless, I determined to go ashore and try my luck with the game of which Mr F. had told me. He accompanied me to a marsh about 1½ mile from the settlement, where we saw a great quantity of snipe and a few brent geese. All the birds were, however, exceedingly wild; and I found it quite impossible to get within range of the geese. I managed to bag a couple of snipe, and that was the whole extent of our day's sport. It seems very strange that the birds should have been so wild, as they are scarcely ever disturbed or shot at. On our way back to the settlement Mr F. informed me that all the land on the sea-border from the Santa Cruz river to Sandy Point was entirely taken up; the greater part being held as lease-

hold under the Chilian Government. The land is put up to auction every ten years; and if the holder of a farm is outbid, he is compelled to turn out of his holding, receiving at the same time no compensation whatever for the buildings which he may have erected upon it, nor for the improvements which he has made. Freeholds, however, can be purchased at the rate of about 2s. an acre.

CHAPTER IX.

SANDY POINT—A BRITISH NAVAL CEMETERY—A SEVERE STORM—SAN NICHOLAS BAY—A WRECK—CAPE FROWARD—FORTESCUE BAY—SLOW PROGRESS—BORGA BAY—PLAYA PARDA COVE—PORT ANGOSTO—BAD WEATHER—PORT TAMAR.

February 18–March 7, 1888.

We left Gregory Bay at 10 A.M. of Saturday, February 18, the sea being fairly smooth, though the wind was, as usual, ahead. We were obliged to beat the whole way to Sandy Point, where we arrived in the evening. As we neared this place the scenery began to undergo a considerable change, the flat and uninteresting country past which we had hitherto sailed now giving place to a mountainous and woody district.

We did not land until ten o'clock on the following morning, when I paid a visit to Mr Wehrhahn, the British vice-consul, to whom I had a letter of introduction. Afterwards we strolled through the settlement, which, however, was not worth the trouble of visiting. The whole place wore a forlorn and utterly neglected appearance. With the exception of one or two houses belonging to European merchants, there was not a building worthy of the name. Most of the dwelling-places were nothing but miserable shanties; and the sandy tracks which did duty for streets were littered all over with foul and filthy refuse, which had been thrown out

of the houses and left in the road to fester and decay. The hills at the back of the settlement were well wooded, but the timber was being rapidly and ruthlessly destroyed. Coal-mines exist in the neighbourhood, but they were no longer being worked; and gold is also to be found, but even for this the operations were being carried on in a very desultory manner. It was evident that the settlers were in a state of stagnation, and they seemed a dull and listless set of people. With the introduction of fresh energy and well-applied capital, the prospects of the country around appeared favourable to prosperity.

About half a mile from the town is a cemetery, which we visited for the purpose of seeing the graves of the officers and crew of H.M.S. Dotterel, which was blown up off Sandy Point several years ago. The explosion was supposed to have been caused by an accumulation of coal-gas in the bunkers, though the origin of the disaster was never clearly ascertained. One hundred and forty men were killed by the explosion, and they all lie buried in the cemetery. The officers and men of H.M.S. Turquoise, when on a visit to Sandy Point some time ago, erected a rude wooden cross on a wooden base over the large central grave where the greater part of the bodies were buried. On the base are painted the names of the victims; and smaller crosses have been placed on the other graves which encircle the larger one. It seems strange that no more permanent and fitting memorial has been erected over the resting-places of those brave but luckless fellows who perished thus summarily, whilst engaged in the service of their country and their Queen. If the Admiralty authorities have no power to incur the comparatively trifling expense which such a memorial would involve, at least one would imagine that the British public would subscribe willingly for the purpose, if the circumstances of the case were brought to their notice.

There was nothing to detain us at this miserable place, and

we were hoping to get off again on the following morning; but about 9 P.M. a terrific hurricane came on, lasting all the night and the greater part of the following forenoon. Our position was a somewhat anxious one, and it was quite im-

Graves of officers and crew, H.M.S. Dotterel, Sandy Point, Straits of Magellan.

possible to stand upon deck owing to the force of the wind. A schooner lying at anchor near us parted her cables, and was dashed to pieces on the coast of Tierra del Fuego. Fortunately there was no one aboard her at the time. Two men, however, who were putting off for her in a boat, were

blown out to sea, and had not been heard of when we left; and two lighters also went adrift. The Vice-Consul informed us that such a storm had not visited the settlement during the six years that he had been living there.

Tuesday, Feb. 21.—The hurricane and its raging fury had quite passed away, and we were favoured with a beautiful, warm, sunny day. We were under way before 7 A.M., a fair wind helping us forward in the morning. The scenery now became grander and more striking as we advanced; though, unfortunately, the more distant and lofty mountains were completely veiled in mist. On the rocks off Cape San Isidro we saw the remains of one of the P.S.N. Company's steamers, which had been wrecked a short time previously. The wind died away gradually all the afternoon, and when we arrived off San Nicholas Bay at 8 P.M. we were so becalmed that we had to get boats out and tow the yacht into the port, a distance of about 1½ mile.

At 5 A.M. next morning we got under way, intending to proceed on our course, as a light breeze was blowing in the right direction, and there appeared a good prospect of a favourable day. Soon, however, the wind died away to a calm, and the weather became very thick, in consequence of which we were compelled to return to San Nicholas Bay, where we anchored again at eight o'clock. We landed after breakfast on an exploring expedition; but we found it impossible to penetrate into the interior on account of the dense undergrowth. Several Indians' huts were on the beach with large quantities of mussel and sea-urchin shells around them, but we saw no signs of the Indians themselves. On our way back to the yacht we visited a small island in the centre of the bay, on which was a tree with several boards nailed upon it, containing the names of vessels which had anchored in the bay. Amongst other names we saw those of H.M.S.'s Nassau and Rocket. In the afternoon we went ashore again to haul the seine, and succeeded in

capturing a large draught of mullet and several small peccaray. A river called the De Gennes empties itself into the bay, and we ascended this river for about 1½ mile; but we could see no indications of animal life, though the banks were thickly wooded with luxuriant vegetation. The wild fuchsias especially attracted our attention, the flowers quite equalling those of artificial cultivation both in size and beauty of hue.

The view from our yacht was very fine: on the mainland, to our right, the mountains ran down almost to the water's edge, clothed with forest-trees from summit to base; whilst on Tierra del Fuego, to our left, the still loftier and more precipitous mountains were crowned with snow-clad peaks. Unfortunately, the weather was thick and disagreeable throughout the day, heavy showers of rain and hail, accompanied by sharp squalls, recurring at short intervals; so that we were unable to obtain as extensive a prospect of the glorious scenery as we might have done had the day been finer.

The next day, Thursday, February 23, was just as squally and unpleasant; and after another ineffectual attempt to be moving on, we were forced to remain in our old quarters. In the afternoon the weather moderated a little, and we visited the wreck of the Pacific steamer in the steam-launch. She appeared to have been a fine vessel; but she must have become a total wreck immediately after striking upon the rocks, for none of her water-tight doors were closed, and she was filled with water fore and aft. She was broken clean in two, and her upper deck aft was under water.

The weather looked anything but promising for a start on the morrow when we retired to bed, nor did the prospect appear much more hopeful when we rose in the morning. A steady downpour of rain, with a dull, thick, leaden sky, gave every indication of a continuance of foul weather; but the wind had fallen and the sea was comparatively calm, so that we made up our minds to proceed on our way, and

started about 10 A.M. As soon as we opened out Glascott Point a dead calm came on, which lasted throughout the rest of the day, the rain still falling without intermission. At eight o'clock in the evening a slight breeze sprang up, and at 10 P.M. we found ourselves abreast of Cape Froward, the most southerly extremity of the mainland of America. We had only made 7½ miles in the last twelve hours. A steamer bound eastward passed us after dinner.

The light breeze died away before midnight, and we drifted about till after seven o'clock the next morning, so that by half-past eight we were only about a couple of miles west of Cape Froward. A strong head-wind then came up, lasting all day, and we had great difficulty in beating up against it to Fortescue Bay, where we anchored at 4 P.M. The weather, moreover, was thick and hazy, though every now and then the mist lifted just enough to enable us to catch a glimpse of the magnificent scenery, and to form a slight idea of the beauties which were veiled from our view. On each side of the bay where we came to anchor were rugged and precipitous mountains, covered with trees for about a quarter of the way up, the rest being bare inaccessible rock. We landed shortly after our arrival, but as at San Nicholas, we found it very difficult to penetrate any distance from the shore on account of the thick forest and undergrowth. In the immediate neighbourhood of the shore the land was marshy, and I put up a snipe as we went along. At the head of the bay was a mountain with two glaciers upon it, and opening out of the main harbour was a lovely little inlet, completely land-locked, with a snug and secure anchorage. I visited this little bay in the dingy, and it reminded me forcibly of a loch in the Highlands. An old ship's boat lay cast up on the shore, having apparently been there for several years. We cast the net, but did not secure more than a couple of dozen mullet. The rain continued to fall at intervals during the afternoon and evening.

Finlay's 'Sailing Directions' mention the natives in the neighbourhood of Fortescue Bay as being especially savage and dangerous, and we therefore doubled the watch on deck at night, arming them with revolvers and rifles; and we cleared the Nordenfelt guns for action, in case of need. Nothing, however, occurred, and we saw no signs of the natives. An American schooner bound eastward passed us towards morning.

Sunday, Feb. 26.—We got under way at a quarter past nine in the morning, with a fair wind, though rather uncertain and puffy. The weather was still hazy, and showers fell at frequent intervals. Towards noon we sighted a canoe ahead, evidently paddling out to meet us; and on nearing it we hove to, and threw the occupants a rope. The party consisted of a man and two young women, natives of Tierra del Fuego, and by no means so repulsive and unprepossessing in appearance as we had been led to anticipate. We gave them a few biscuits and four cigars, receiving in exchange a very well dressed otter's skin and a rough native paddle, the only articles which they had with them to barter.

We arrived and anchored in Borga Bay at 2.30 P.M., after having passed some exceedingly fine scenery. The late Lady Brassey has given a glowing description of the view from the anchorage in Borga Bay; and certainly the praise which she bestows upon it is fully merited, and her language is not one whit exaggerated. We landed shortly after three o'clock, and with great difficulty forced our way through the thick brushwood, to a small lake about half a mile from the shore; but we were disappointed in finding scarcely any game. Such a lake in the Falkland Islands would have been teeming with geese and wild ducks; we here saw only two birds altogether. Near the lake were several boards with ships' names painted on them, conspicuous amongst these being the yachts Sunbeam and Wanderer, with the dates of their respective visits.

We remained in Borga Bay for four days, being detained by a continuance of rough, squally weather. When we were able to get ashore, we spent our time in watering and collecting wood for the yacht; but for the greater part of the time the weather was too bad to allow of our leaving the vessel. A couple of native canoes, with three men and several women, visited us the first day of our arrival. They had nothing to barter, but were most importunate in their demands for biscuits and tobacco, and we had the greatest difficulty in getting rid of them. They did not leave until we had threatened to throw them overboard, and made as though we were about to carry our threat into execution in regard to one of the men. They then went ashore and encamped upon the beach, their tents being formed in a most primitive way. Some sticks were fixed in the ground in a circle, and skins were thrown over them, the tents thus formed being less than four feet in height in the inside. The canoes were rudely built of planks covered with bark, sharp at both ends, and sewn together with whalebone. A fire was burning in the bottom of each canoe, and, until they procured some tobacco from us, the women were smoking simply the wood-ashes from these fires. The natives remained in their camp during the whole of our stay in Borga Bay, and we consequently kept our watch doubled at night. They showed, however, no signs whatever of evil intentions; and they were probably too weak in numbers to meditate any attack. Before leaving I succeeded in photographing them and their camp, and obtained from them several curios, including a bow and arrow, harpoons, &c. The latter were constructed of bone, with notches down the side, very sharply pointed, and carefully finished off. The ship's carpenter memorialised our visit to the bay by fixing a board, with the date and the yacht's name upon it, upon a tree immediately beneath that of H.M.S. Champion.

On Thursday, March 1, we once more got under way at

5.30 A.M., though we had a strong head-wind, against which we were compelled to beat the whole way to Playa Parda Cove, where we anchored in the outer harbour at 5. P.M.

The British steamer Gulf of Trinidad, bound eastward, spoke us to-day; and the American schooner, Mary H. Thomas, entered the cove and anchored beside us soon after our arrival. The captain came on board to borrow a chart. He was bound from Boston to San Francisco, and had been fourteen days coming from Sandy Point. The schooner was a smart-looking little craft of about 150 tons burden. I went ashore for a couple of hours before dinner, and had a shot at a couple of grey duck, but they were too far off for me to hit them.

The inner harbour at Playa Parda Cove is quite land-locked, and very pretty, the mountains rising abruptly from the edge of the water. Two beautiful streams come roaring down their sides, and empty themselves into the bay.

Again we were detained for four days before we could proceed upon our voyage, the weather being thick and squally, and the rain coming down in torrents almost incessantly. These continual delays were very trying to the patience and temper of us all; but we had to make the best of a bad matter, and grumbling was worse than useless.

On the third day of our detention in Playa Parda Cove the American schooner dragged her anchors, and had it not been for our presence there, she must inevitably have gone ashore. As it was, she was nearly upon the rocks before we were able to get a hawser aboard her. We then got a purchase round the capstan and heaved her off a bit, enabling her to make sail and work out of the harbour, after which she returned, and succeeded in taking up a better berth than she had had before.

On Sunday, March 4, the day following this somewhat exciting adventure, the rain ceased shortly after noon, and a fine afternoon ensued. I had noticed from the deck a small

waterfall on the mountain's side, with a deep hollow below it. It occurred to me that here might be a lake, and accordingly in the afternoon I went ashore and scrambled up the rugged hillside. I found, as I had expected, a lake of considerable size, picturesquely situated in the bottom of an extinct crater; but, to my disappointment, there were no wild-fowl whatever upon it.

All the following night the weather was dead calm, but after sunrise a slight breeze came up. We therefore weighed anchor at 7.30 A.M.; but we had not sailed far before the wind increased rapidly in fierce squalls with heavy rain; and to add to the unpleasantness, a short, choppy sea was running. We had to beat up all the way to Port Angosto, where we arrived safely at 3.30 P.M. We had only come 11 miles from Playa Parda Cove, and this distance had taken us eight hours to accomplish.

The American schooner came in a few minutes after us, and fouled our jib-boom, without, however, doing any tangible damage. The entrance to the harbour was very narrow, and in the centre was a dangerous rock over which the sea just broke. As night came on the weather became fouler, and we congratulated ourselves that we were safely in port. During the night the American schooner again dragged her anchors, and again narrowly escaped being wrecked on the rocks. The harbour was formed by a narrow, deep inlet, to the head of which I rowed on the following morning. I shot a very large and handsome kingfisher, but I saw no other birds, with the exception of a couple of kelp geese, which were not worth powder and shot.

The afternoon turned out wretchedly bad, and we were unable to leave the yacht. The anchorage at Port Angosto is decidedly dangerous and inconvenient. As its name implies, it is narrow and confined, and we were compelled to anchor not more than 10 yards from the rocks. We had two anchors down and a couple of hawsers made fast to the

shore, but in the rough and squally weather we felt anything but particularly safe.

We were therefore glad to sail away at 7.15 next morning, though the wind was still strong and the sky ominous. We soon got into a wider channel, where we were able to make long tacks. When we opened out Sea Reach the wind increased to a gale with furious squalls, and a heavy sea got up. We knocked about considerably, and nearly lost the dingy, the stern-falls being carried away. Our point of destination was Port Tamar, which we reached with great difficulty at 4 P.M. We had anticipated finding good and safe anchorage here from the account which is given of the port in Finlay's 'Sailing Directions'; but instead thereof, we found the entrance studded with dangerous reefs and rocks, and the harbour itself so open and exposed that, if the wind were blowing straight in, no vessel could safely anchor there, unless it were a steamer with all steam up and ready for any emergency. Though we had two anchors down, we rolled as much as if we had been out in the open sea.

The American schooner had started half an hour after us, but we had soon lost sight of her; and in all probability she had put back to Port Angosto when she found the weather so unpropitious.

View in Smyth's Channel.

CHAPTER X.

CONTINUED FOUL WEATHER—SHOLL BAY—A DANGEROUS ADVENTURE—THE YACHT AGROUND—AN UNSATISFACTORY CREW—BURGOYNE BAY—OTTERS—MAGNIFICENT SCENERY—ISTHMUS BAY—PIAZZI ISLAND—NATIVES IN CANOE—COMMISSARIAT DIFFICULTIES—PUERTO BUENO—GUIA NARROWS—MOLYNEUX SOUND.

March 8–31, 1888.

During the following night and all next day the wind increased to a furious gale, accompanied at times with fierce hurricane gusts. Several times we were in great danger of breaking adrift and being driven ashore and knocked to pieces on some of the numerous rocks at the entrance of the port. The squalls were terrific in their fury, and we were

constantly plunging bows under; but fortunately for us, the holding-ground was very good and our ground-tackle of the best quality. Shortly before 11 P.M. the wind dropped, and during the ensuing night the weather was dead calm.

About 4 A.M. the following morning, Friday, March 9, a light breeze sprang up, and we got under way by half-past eight. Just as we were clear of the port the wind died away and we drifted into kelp. We were compelled to let go an anchor; but soon after, a light air sprang up and we managed to get clear. At eleven o'clock the wind increased, though it was ahead of us. We contrived, however, to get along at about five knots an hour.

Our intention was to reach Otter Cove, Smyth's Channel, that day, but by 3 P.M. we were only abreast of Sholl Bay; we therefore decided to put in there, as it was impossible to reach our other destination before midnight. The entrance to Sholl Bay is most intricate, as it is nearly surrounded by kelp and is studded with numerous reefs. There are two passages, north and south, the latter of which appeared to us to be the proper channel; we therefore attempted to enter by it, keeping the lead going all the time. Just after the last cast had given no bottom at twenty fathoms we suddenly struck, and found ourselves hard and fast on a rock amidships.

Most providentially the water was perfectly smooth, and we were advancing very slowly, consequently the shock was not violent, though the yacht immediately began to roll heavily. Getting a kedge out forrard, we managed to pull her head round a little, but the hawser then parted. We next got the stream anchor out over the bows, but no efforts could move her. Matters now began to look serious, for there was not above eight feet of water under the yacht, and she began to roll very heavily, in addition to which, pieces of her keel came floating up to the surface. It was necessary now to prepare for the worst, and I therefore went ashore

to select a camping-ground, leaving the servants to pack up and get provisions, tents, &c., in readiness. On my return to the ship I found no improvement, but, on the contrary, the prospect was even worse, for she now commenced to bump occasionally, causing the masts to quiver and shake. A bower anchor had been got out over the stern in place of the stream anchor, but apparently without much effect. On the recommendation of the sailing-master the launch was loaded with numerous articles and necessary gear, and I proceeded to shore in her, accompanied by three men. Having unloaded her, we sent her back for more baggage, and lit a fire. It was then half-past six, and there was nothing to do but patiently to wait and see what next would happen. We had very little hope of saving the vessel, but, fortunately, it was a beautifully calm evening. At 10.30 P.M. the lifeboat arrived with the joyful intelligence that the yacht had floated. We therefore immediately went off to her, and found her anchored in six fathoms, about two cables distant from the place where she had struck. She was making no water, and had apparently sustained no material injury beyond some damage to her keel, from which a considerable amount of copper had evidently been torn off. It was indeed a most fortunate circumstance that there was no wind, and that the sea was perfectly calm. Had it been otherwise, nothing could have prevented the yacht from becoming a total wreck. That which pained me almost more than anything was a report from the sailing-master of the bad behaviour of the men after I had left the ship. It had been with the greatest difficulty that he had been able to induce them to man the capstan, for while some were endeavouring to go off in the lifeboat, others were intent upon looking after their own belongings, and with one or two exceptions, none of them had seemed to care about the fate of the ship.

On Sunday, March 11, we got under way at 7 A.M., but

finding the wind blowing dead against us, and the weather becoming rapidly more thick, we put back again to Sholl Bay. This time we entered by the north passage, which we found to be the right one. In the afternoon I landed and scrambled up to a large lake at the foot of St Anne's Peak. It was very prettily situated, and on it were numerous islands covered with shrubs; there were, however, no signs of wild-fowl or game of any description—not even a kelp-goose, birds which Finlay says abound there. On returning to the bay, we hauled the net and caught five dozen small mullet and one tiny skate. During the evening the wind blew very hard, and had the weather on the previous day been anything like what it was then, we should very soon have seen the last of the Nyanza.

During the next four days we were almost completely confined to the ship by rough and squally weather, which prevented us from going ashore.

On Thursday, March 15, the weather changed, and during the morning the sun shone brightly. We were under way at 5.30 A.M., the wind at first appearing as though it were going to favour us; but very shortly it drew ahead, blowing straight down the channel, so that we were able to make but very little way. Soon after noon it commenced to rain, and continued wet for the rest of the day. At 5.30 P.M. we found ourselves opposite Burgoyne Bay, in Smyth's Channel, and we decided to put in there for the night. As the port had hitherto been unsurveyed, the sailing-master and myself went off in the steam-launch to examine it. We found the bay a most excellent natural harbour, with numerous snug coves. The bottom was mostly clay, and the depth of water from 9 to 12 fathoms. After selecting a berth, we returned to the yacht and took her in through the entrance, which, though narrow, is free from all obstructions. We anchored about 6.45 P.M. in what we all considered to be one of the best harbours we had yet been in.

The next day was very unpleasant, with no wind, but frequent heavy showers. It was useless to attempt starting, as the air was so calm, and we therefore remained in the bay all that day. Shortly after breakfast I saw an otter swimming across, and started in pursuit of it. I wounded it, but it managed to get to ground, and there I lost sight of it. These otters are very numerous in this locality, and we saw a great number of their holes. The dealers at Sandy

View in Smyth's Channel.

Point trade their skins to unwary steamer passengers under the name of sea-otters, although they are totally distinct from the true sea-otters of Alaska and Behring Sea, the skins of which are rare and very valuable. In the afternoon we hauled the seine, but only succeeded in landing a few small mullet and some little lobsters. Afterwards I walked to a lake at the head of the bay, the waters of which flow into the sea by a rapid stream. As usual in these parts, I found no wild-fowl nor game.

The next morning was very fine, and the wind was fair. We got under way at 5 A.M., but we had considerable difficulty in getting out of the harbour, being compelled to warp the ship out by means of hawsers made fast to the trees on shore. Several times we were compelled to let go the anchor in order to avoid running on the rocks, and we were not clear of the harbour until after nine o'clock. It was a great pleasure to have a fair wind with us once again, for we had been strangers to such an experience almost from the time of our leaving the Falkland Islands. As we sailed up the channel the scenery was magnificent, and we were fortunate enough to obtain a splendid view of Mount Burney. The navigation was intricate and difficult, especially in passing the Otter and Summer Islands, although the Kosmos Company have made it easier by laying down buoys at intervals. We arrived at Isthmus Bay at 3.30 P.M., where we anchored for the night. At the head of the bay we found the log-way mentioned by Mr Lambert in the 'Voyage of the Wanderer.' It is a rough path formed of rude logs laid across the narrow neck of land separating the head of the bay from Union Sound, the whole length being about 200 yards. It is used by Indians for dragging their canoes across, and beside it were the remains of some Indian huts. The view from our anchorage was very fine, and we were especially struck with the magnificent glaciers on the opposite side of Union Sound.

Sunday, March 18.—The wind was blowing very hard down the channel when we got up this morning, and as it was Sunday we thought it just as well to stop where we were. During the first part of the morning it rained steadily; but shortly after ten the sun came out, and the weather was lovely until half-past two, when the rain came on again, and continued for the rest of the afternoon and evening. We landed for about half an hour in the middle of the day, and gathered some very pretty specimens of ferns, fuchsia, and

holly. We also found great quantities of mussels of different varieties, and in some of these were very small pearls, generally of a black colour.

On Monday morning we got under way at seven o'clock, the weather being wet and hazy ahead. As the day wore on it got rather better, though it continued showery at intervals. The wind of course had again veered ahead; but it was very light, and in passing Hunter's Island it died away completely, and we were becalmed for nearly an hour. Very little of the scenery was visible, as the mountains were veiled in mist. We anchored for the night in Dixon Cove, but as it was dark when we arrived we saw little or nothing of the place.

Early next morning we sailed again with a fresh head-wind, which increased until noon, when it was quite a gale. The day was, however, fine, the sun shining brightly, and the air quite warm; we were therefore able to sit on deck and enjoy the lovely scenery. We anchored in Occasion Cove, Piazzi Island, at 3 P.M., which we found a snug little harbour. We landed and hauled the seine, but absolutely without success. Fish were evidently far less abundant here than in the Magellan Straits. We saw large numbers of steamer-ducks and shags, but nothing else.

At half-past six next morning we were again under way, with, as usual, a strong head-wind. The morning was fine, but towards afternoon violent squalls came on, and the weather remained unsettled during the rest of the day. The mountains were all clouded over, and we could see little or nothing of the view. We arrived off the entrance to Mayne Harbour at four o'clock; but as the wind was blowing straight out, and the passage was only half a cable wide, it was impossible to effect an entrance into it: we therefore anchored outside. We landed with the seine shortly after our arrival, as it was becoming a most important matter to us to obtain fish. We had long ago killed the last of the

live stock which we had brought from Stanley and Sandy Point, and we were all getting tired of tinned provisions. The first few hauls were unsuccessful, but at length in a small cove on the south side of the harbour we secured 12 dozen fine mullet in a couple of hauls. The Kosmos Company's steamer Uarda passed us during the day.

Getting under way at half-past seven the next morning, we went along slowly, with a light head-wind, which gradually died away up till noon. We were then becalmed for two hours, after which a nice breeze came on right aft, and for the next four hours we ran along gaily. Towards sunset, however, it again fell to a dead calm, and though we were by this time only four miles from Puerto Bueno, where we had proposed to anchor, we were quite unable to make the harbour, and were obliged to drift about through the whole of the night. The day had been a most lovely one, perhaps the finest which we had had since leaving Monte Video.

A large canoe came off to us shortly after noon, whilst we were becalmed. This canoe was of a different build and construction from those which we had seen in the Straits of Magellan. It was much larger, square at both ends, and was built of planks covered with sealskin. The natives, too, were much shyer than those we had seen before, and it was a considerable time before they could be persuaded to come alongside and take a rope which we threw them. The women were clothed in nothing but a square of skins, and it is really wonderful how they can stand the severe climate of the Straits with such insufficient raiment. We obtained from them several otter-skins, and two birch-bark pots sewn together with whalebone and provided with handles of the same material. These pots were used for baling out the canoes. In the evening another large canoe came off to us, and some of my men were rather alarmed, as they thought the natives were about to attack us. However, they wanted nothing more than the usual biscuit and tobacco, for which

they were apparently quite ready to exchange their coats of skins.

By daybreak next morning we had drifted about four miles astern, but soon after sunrise a light breeze sprang up, and we were able to go ahead once more. At half-past eight we sighted a steamer coming up astern. She proved to be the Kosmos Company's steamer Neko. We were delighted to see her, for we had quite run out of flour and biscuits. Her captain was exceedingly kind and polite, and gave us flour, biscuits, and live fowls, telling us to settle with the Company's agent at Callao for the two former, and making us a personal present of the latter. From him we learned of the recent death of the old Emperor of Germany and the coronation of the Crown Prince as Emperor Frederick.

We arrived at Puerto Bueno at 10 A.M. and anchored in the outer harbour. This was by far the most picturesque place we had yet visited. The two harbours were divided by several islands covered with vegetation, and having nice sandy beaches sloping gently down to the water's edge. We landed in the morning and visited an Indian camp, where we obtained a bow and arrows and some harpoons in exchange for a few cigars and empty bottles. These latter they use in manufacturing their arrow and spear heads.

The Indians of Tierra del Fuego appear to be of the very lowest type of savage. They are short and repulsive in appearance, and they live more like animals than human beings. They have no permanent dwellings, their only shelter from the rigorous climate being a few skins drawn across the top of poles. Their principal diet is fish, which they eat raw just as they take it out of the water. Whilst on shore I shot a turkey-buzzard, which I gave to the Indians. They did not take the trouble even to pluck it, but merely held it over the fire for a few minutes till it was slightly warmed, when they tore it to pieces and devoured it greedily. They are always accompanied by a large number

of dogs, which they occasionally eat, and they are also said to be cannibals; but of the truth of the latter statement I am not sure. In the evening we hauled the seine in both the inner and outer harbours, but only caught a few small mullet.

The next three days we remained in Puerto Bueno, as the air was absolutely calm and it was impossible to proceed on our way. The weather, however, though mild, was not so pleasant as on the day on which we arrived, as the sun shone very little during the three days, and heavy showers occurred at frequent intervals. During our stay in this harbour I several times tried my luck at fishing on a lake at the head of the harbour. I had the berthon boat carried up thither, and from this boat I fished. I tried both the fly and a phantom minnow, and caught some small fish averaging about a quarter of a pound apiece; they were evidently a species of trout, but without any scales.[1] The bodies were silvery, marked with wavy black vertical lines, and their eyeballs were black. The lake was of considerable size, and appeared to be very deep.

On Wednesday, March 28, we set sail at 7 A.M., with a fresh head-wind. The scenery as we proceeded up the channel was very grand and remarkable. As we looked towards Guia Narrows there appeared to be no opening whatever, nor did it disclose itself until we were close upon it. It seemed to me, however, that the so-called Ladder Hill could only by the utmost stretch of imagination be said to look as though a flight of steps had been cut in it. The beauty of the scenery as we passed through the Guia Narrows was in my opinion impossible to be exaggerated. Lofty precipitous mountains rose abruptly on either side, in many parts densely wooded, and with innumerable waterfalls rushing down their

[1] According to the authority of Mr Tegetmeier, these fish do not belong to the true *Salmonidæ*, but to an allied family called the *Haplochitonidæ*, and which represent the former in the southern hemisphere. The so-called trout in the Falkland Islands are of the same species. The scientific name for this particular fish is *Haplochiton zebra*.

sides. We had a strong tide with us all the afternoon, especially as we passed between Guard Island and the mainland, which was the narrowest part of the channel. Here, with a breadth of only two cables, the water was swirling round in eddies, and we were obliged to be most careful in our steering.

We saw a considerable number of whales during this day. Our anchorage for the night was in Rayo Cove, where we arrived at 5.30 P.M.

The next day was exceedingly disagreeable, and as I was anxious to visit a large stream of fresh water which we saw at the head of the harbour, we did not get under way until half-past one in the afternoon. The wind was fair though light, and towards evening completely died away. We arrived at Wide Bay and anchored there shortly before 4 P.M., starting again next morning at six o'clock.

The weather was now much colder than it had been lately, and heavy showers again fell frequently during the day. There was a fresh head-wind blowing as usual, and as we opened out Concepcion and West Channels we encountered a short choppy sea, which threw spray continually over our bows. We reached a snug little cove about a mile inside the entrance of Molyneux Sound at 5 P.M., where we saw several boards with ships' names painted on them fastened to the trees on shore.

Saturday, March 31, was again showery, though the air was considerably milder than the day before. We got under way at 10 A.M., but there was hardly any wind in the Sound, and we were obliged to tow out. On getting into the channel we found ourselves becalmed, and after drifting back a couple of miles, a light air having then sprung up, we decided to return to Molyneux Sound. On arriving at the entrance, however, we found the tide flowing out so strong that we were unable to make headway against it; we therefore dropped anchor at 7 P.M. under the land, about a mile north of the Sound.

CHAPTER XI.

TAKEN IN TOW—CHASM REACH—BEAUTIFUL SCENERY—EXORBITANT CHARGES—A BRITISH STEAMER—ATTEMPT AT EXTORTION—AN ITALIAN MAN-OF-WAR—CONNOR COVE—MORE DELAYS—WATERFALL BAY—ISLAND HARBOUR—HALE COVE—IN THE OPEN SEA ONCE MORE—THE PACIFIC OCEAN—A DEAD WHALE—HEAVY SEAS—EXPERIMENTS WITH OIL—CUMBERLAND BAY—JUAN FERNANDEZ.

April 1–May 2, 1888.

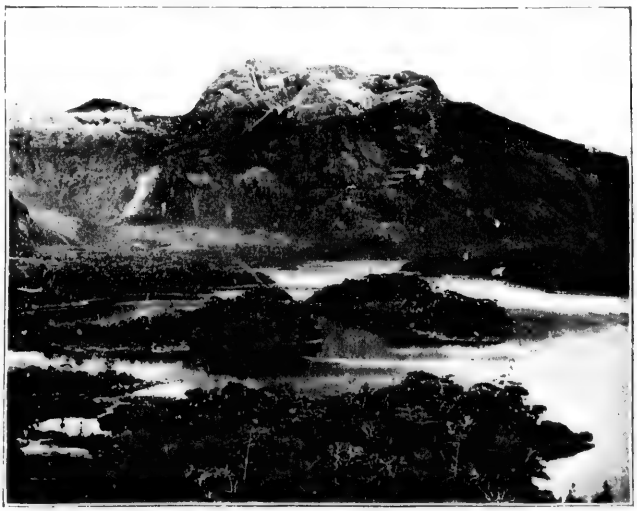
Sunday, April 1.—A fine morning with a bright sun. The wind though light was fair, and we were once more able to proceed on our course. We got under way at half-past six in the morning, and at 9 A.M. we sighted a steamer coming up. Being again short of flour and biscuits we signalled her, consequently she bore down on us, and I went off to her in the lifeboat. She proved to be the German Pacific Company's steamship Celia. The captain supplied me with what I required, and further offered to take us in tow for £10 a-day. As this seemed to me very reasonable, and as we had been so much delayed by calms and head-winds, I determined to accept his offer. Returning to the yacht I sent a tow-line across to the steamer, and soon after ten o'clock she steamed ahead, carrying us through the water at a rate to which we had long been strangers.

The scenery during that day was exceedingly fine, especially as we passed round Saumerez Island through Chasm

Reach. This was a deep gloomy gorge between lofty precipices, down the sides of which were running innumerable waterfalls. Every one was impressed with a sense of overwhelming grandeur, but unfortunately it was raining hard the whole time. The Celia sounded her whistle repeatedly as we passed through the Reach, and the echo could be heard rolling and reverberating through the mountains. Shortly afterwards we passed Icy Channel, where we saw several small icebergs, and a great number of canoes full of Indians. The Chilian despatch vessel Angamos passed us going southward at noon. We arrived and anchored in Port Grappler at six o'clock in the evening, and after dinner the captain of the Celia and two of the passengers came on board. I settled with the former for the provisions which he had let us have, and I was greatly annoyed at the exorbitant charges he had made. He had evidently taken advantage of our necessities, for he charged us ten guineas for 300 lb. of biscuits, and £3, 10s. for a barrel of flour; the latter of which, as I afterwards discovered, he replaced at Valparaiso for 25s., and the former for three guineas.

Next morning we again started in tow of the Celia, the weather being fine but cold. In Indian Reach we passed the wreck of a German steamer, the stern of which was submerged beneath the water and the bows sticking up in the air. At 10.30 A.M. we passed through the English Narrows, the scenery of which, though extremely beautiful, was wanting in the grandeur of that in Chasm Reach. As we passed Middle Island the navigation was most intricate, and the utmost attention had to be paid to the steering. The width was scarcely more than one cable, and the tide was rushing through at the rate of seven or eight knots an hour. Soon after entering Messier Channel the British steamship Gulf of Akaba passed us, several of the passengers waving to us, and the steamer dipping her ensign. After lunch it began to rain heavily and the sky became hazy. At three o'clock,

much to our disappointment, the Celia bore up for Connor Cove, where she anchored, although the captain had informed me that he intended to get out to sea that day. This move was clearly an attempt to extort more money out of me, for when I went on board the Celia the captain coolly demanded £10 for detention, in addition to another £10 to take us on on the following day. This I immediately declined, offering however, to give him £5. This he refused, and I therefore



English Narrows, Smyth's Channel.

left him, determined once more to throw ourselves upon our own resources. At half-past four a large Italian man-of-war steamed into the bay. She was a modern, handsome-looking corvette called the Flavio Gioia, and was bound from Valparaiso to Monte Video. I went on board to call on her captain, whom I found a most pleasant, courteous officer. He informed me that the weather outside was very bad, and that a very heavy sea was on in the Gulf of Penas. One of

the officers of the man-of-war expressed his great surprise at my coming to such a part of the world for a pleasure-trip. "Venice or Naples," he said, "I can understand that; but as for Magellan Straits——." He did not finish his sentence, but gave his shoulders a thoroughly Italian expressive shrug, leaving little doubt of what was passing in his mind.

Tuesday, April 3, was a most disagreeable day, and we were compelled to remain in Connor Cove during the whole of that as well as the two following days. The Celia left at 7 A.M., and the Flavio Gioia an hour later, so that during the remainder of the time we were entirely alone. We saw many otters at different times during our stay in the cove, and one of the men killed a small one with a boat-stretcher on the shore. On one occasion I went to the head of the harbour with a gun, but found absolutely nothing to shoot, The country round the port was exceedingly pretty, the vegetation most luxuriant, and the trees very lofty. There were in particular a large variety of ferns, of which one species was especially beautiful, the frond being about six inches long, and so delicate that it looked almost like lace. We cut down a good quantity of timber for firewood, also collecting a lot of driftwood, of which there was a great abundance. The wood was of excellent quality and burnt well, it was by far the best we had yet procured. The weather during the whole time was most depressing, rain falling without intermission from morning to night, and the wind blowing in nasty uneven gusts at intervals. No one on board seemed to desire ever to visit the Straits of Magellan again.

The morning of Friday, April 6, broke with more promising weather, and as a light fair breeze was blowing we sailed at 6 A.M. Soon, however, the wind died away and we were becalmed for a couple of hours. After this it again sprang up, and we went along at a fair pace of from two to five knots an hour until half-past three, when it finally

dropped to a dead calm. We were obliged to get the boats out and tow the ship about four miles to Waterfall Bay, where we arrived and anchored at 6 P.M.

In this bay we were again compelled to lie at anchor for three days, owing to the unpropitious state of the weather. We were anchored nearly opposite the waterfall from which the bay takes its name. It was certainly a very fine cascade, especially during our visit, when it was swollen with rain. It was also very convenient for watering purposes, as a boat could be drawn immediately underneath it and filled.

On Sunday, April 8, a terrific squall came suddenly on, and at 3.30 A.M. we commenced to drag. After drifting about thirty or forty yards we brought up with the stream anchor in 60 fathoms. Previously we had been anchored in only 10 fathoms, so that the depth in the bay increased very rapidly. The wind had dropped soon afterwards, and we weighed anchor at 10.15 A.M., intending to try and get on our way. We had no sooner, however, got outside the bay than a dead calm once more came on, and after drifting about all day we found ourselves about three miles astern, so that again we were compelled to get the boats out and tow the yacht back to Waterfall Bay. This operation was by no means pleasant, as it was pouring with rain the whole time.

On Monday, April 9, we again started, and after a most unequal day, during which the breeze sprang up and died away again constantly, we managed to get to Island Harbour, where we anchored at 5.30 P.M. The entrance to this port was very narrow, but when once we were inside we found a snug harbour where there were no dangers, and the holding-ground of which was good. Finlay says that an abundance of fish are at times to be found in this harbour, and I therefore sent the dingy off shortly after our arrival; but the water everywhere proved to be too deep for the seine to be hauled.

Another wretched day ensued, and we were compelled to remain at our anchorage.

On Wednesday, April 11, though it was still blowing and raining hard, we determined to try and get on our way, as we were thoroughly disgusted at these constant delays. The wind at first was ahead of us, but soon became fair, and we arrived off Hale Cove at one o'clock. We were now but a short distance from the open sea, and had the weather looked at all favourable, we should have endeavoured to get out into the open. As, however, appearances were anything but promising, we thought it more prudent to put into the cove. On the whole, the harbour was good; but the place is exposed to severe squalls, as the mountains rise to a great height perpendicularly from the water and tower over the port. The lifeboat went out with the seine in the afternoon, and returned with about eight dozen fine mullet and five peccaray.

We were detained in Hale Cove for the next five days. It was most tantalising to be so near the open sea without being able to reach it. At first we were prevented from starting through the entire absence of wind, and afterwards owing to a terrific gale, accompanied with torrents of rain, which lasted for several days. During our stay in Hale Cove we managed to secure a very large quantity of fish, chiefly mullet, though we also obtained a species of small cod. When I had an opportunity of landing I was much struck with the vegetation. This appeared to me to be of a far more luxuriant character than any I had hitherto seen in these parts. The ferns especially were most magnificent. The handsome tree-fern with dark-green fronds attracted my especial attention, and I was also much struck with another fern somewhat resembling the bracken, the frond of which measured from six to twelve feet in length, the stems of some being as thick as a man's thumb. I tried to penetrate inland, but was prevented from getting far on

account of the dense undergrowth. The ground was thickly carpeted with moss and lichens, and many large trees were lying about where they had been overthrown by the tempests. The whole place appeared to me a magnificent virgin forest, through which ran two fine streams of pure fresh water.

Sunday, April 15, the weather became somewhat finer, but there was no wind, and we were therefore unable to make a start. After lunch I walked to the top of a hill about 1500 feet high. I had a rough and difficult scramble up through the dense vegetation, but on arriving at the summit I was rewarded with a grand view, in which I obtained on this occasion my first glimpse of the Pacific Ocean.

On the following Tuesday we were cheered by the prospect of really favourable weather; the sky was almost cloudless, the sun was shining brightly, there was no appearance of rain, and the wind was fair. We sailed at 9 A.M., and for some little time all went well. But at two o'clock the breeze again died away, and we lay becalmed off Sombrero Island for two hours. It then sprang up again for a short time and again dropped. Just after sunset, however, a fine breeze at length got up, and enabled us finally to get clear of the Straits, and once more to be on the open sea. Altogether we had been sixty-three days passing through the Magellan Straits and Smyth's Channel, and had been obliged to anchor in twenty-five different harbours.

Lovely though the scenery had been in many parts, we were all heartily tired of our last two months' experience, and our first evening on the open sea was hailed with unbounded delight by all on board. We now headed our course for Juan Fernandez, which lay nearly 800 miles to the north.

Little occurred during the next few days, but on the whole we were favoured with a fair wind.

During Wednesday, April 18, we ran for a great part of

the time nearly ten knots an hour, a most pleasant change after the Straits.

Next day, however, the wind veered round right in our teeth, and we were obliged to make long tacks.

Friday, April 20, was a thoroughly disagreeable day, the wind being still ahead and a heavy swell causing us to roll and pitch considerably; rain also fell very heavily with scarcely any intermission.

Saturday was on the whole a fine day, the sun shining brightly and the air being much milder; the wind was light and on the whole favourable, but the sea still ran high and there was an incessant roll on all day. We were obliged to run a good way off our course, and consequently made comparatively little headway towards our destination.

On Monday, April 23, considerable excitement was caused in the morning by our sighting a large white object, which at first appeared to be a vessel bottom upwards. On approaching it, however, we found that it was a carcass of a dead whale blown out by gas to an enormous size. It appeared to me that very probably objects such as this have frequently been mistaken for rocks and small islands in the sea, and many such which have been reported in the South Pacific, and of which no trace has afterwards been found, may have owed their origin to some such cause.

Nothing worthy of note occurred during the next few days, except that on Tuesday, April 26, we lost our patent log, owing to its getting foul of the keel in tacking, and of the line parting in our endeavours to get it clear. Fortunately we were provided with another, so that the loss was of comparatively little importance. As we advanced northwards the weather became perceptibly warmer, and at intervals there was a good deal of sheet-lightning. The sea continued for the most part very heavy, though the weather on the whole was far better than that which we had experienced during the last three months. The tremendous swell

seemed strange and unaccountable, and no one on board could give any reason for it.

On Tuesday, May 1, we were only 78 miles from Juan Fernandez when we took our observations at noon. A fine breeze sent us along all day at the rate of about five knots, and we fully hoped to reach our destination early on the following morning.

At two o'clock in the middle of the night, however, a strong gale sprang up and raised a mountainous sea in which the ship laboured terribly. We were unable to get the storm-trysail up, as the yacht would have fallen off if we had lowered the mainsail. We therefore hove to under close-reefed balanced mainsail and double-reefed staysail. Bad as had been the weather to which we had become accustomed, this day was in my opinion the worst we had had since leaving England. So heavy had become the sea, that at 11 A.M. we hung bags of oil over the side to prevent the seas breaking on board. It was the first time that we had seen this experiment tried, and there is no doubt whatever that it is of the greatest utility. We had sighted the island at 9 A.M., and as we got under the lee of the land the sea became less heavy, but the squalls were terrific in their violence, and more than once the ship was almost thrown on her beam-ends. Unfortunately we mistook the position of the harbour, and it was not till we were abreast of Santa Clara Island that we discovered our mistake. We were obliged to return, and by this time the wind had almost fallen to a calm, so that we found it difficult to make our way back. However, we arrived off the harbour at 5 P.M. that evening and beat in against the wind. We anchored in Cumberland Bay just after sunset.

We had been eighty-two days out since leaving Stanley, and were delighted at the chance of getting some fresh provisions once again. Some men came off and boarded us, and

a light was exhibited on shore. The island as seen from the sea is very lofty and precipitous, the cliffs being much indented by the action of the water. But from Finlay's description I had been led to expect something far more striking and picturesque than was the appearance actually presented by the island as we approached it.

CHAPTER XII.

JUAN FERNANDEZ—ABUNDANT SUPPLY OF FISH—WILD-GOAT SHOOTING—ALEXANDER SELKIRK—ON OUR VOYAGE AGAIN—OUT OF OUR RECKONING—MOLLENDO—ARRANGEMENTS FOR A TRIP INTO THE INTERIOR OF PERU.

May 2-18, 1888.

JUAN FERNANDEZ is an island leased by the Chilian Government to a German, who was living, however, at Valparaiso at the time of our visit. The settlement was very small, consisting of about a dozen houses and a few sheds. The population amounted to about fifty or sixty people, including women and children. From what I could see they appeared to lead a remarkably easy life. All the houses had gardens attached to them, in which were grown many kinds of vegetables, and every one had a considerable number of cattle, besides horses, mules, and abundance of poultry. No corn or other crops are grown, as the nature of the ground does not admit of them. There are six caves on a considerable rise, standing above the settlement. They appear to be artificial, or at any rate have been artificially enlarged, and were originally intended for storehouses, though at present they are unused. The old Spanish fort of San Juan Baptista, which overlooks the bay, was in a very ruinous condition. The walls were rapidly crumbling to pieces, and there was only one bastion remaining, besides a few guns lying dismantled

on the beach. I visited the graveyard, where a seaman of H.M.S. Repulse is buried, and I was agreeably surprised to note the tidy manner in which the little place is kept.

The people belonging to the settlement were extremely obliging, and evidently anxious to show us every attention in their power. Not many ships call at the island, and the arrival of our yacht was therefore rather an event to them. In the afternoon I went in the dingy to fish in English Bay, and in a very short time I caught five cod weighing from eight to thirty pounds apiece. They appeared to be of a different species from the cod which we get in England, but they proved none the less excellent for eating.

The bay is simply alive with fish, chiefly a sort of bonita, any number of which can be caught as fast as they can be hauled in. We also got some bream.

The island is thirteen miles long by four miles broad, and it was discovered by the Spaniard whose name it bears in 1563. Up to the time of the Spanish occupation in 1750, Juan Fernandez was a great resort for buccaneers. After the independence of Chili it was used by that nation as a convict settlement from 1819 to 1835, when it was abandoned on account of expense. During the wars between England and Spain in the last century it was greatly used as a rendezvous by British men-of-war who were employed in harassing the Spanish commerce in the Pacific. But Juan Fernandez is better known as the residence of Alexander Selkirk, who is supposed to have been the original from whom Defoe drew his celebrated picture of Robinson Crusoe.

The island is tolerably lofty, the highest peak being 3000 feet above the level of the sea. It is called the Yunque, from its supposed resemblance to an anvil. For several hundred feet above the sea the island seems in most parts to be quite bare, but above this it is thickly wooded with trees which seem to be of great size.

On Friday, May 4, we started on horseback at 10 A.M. to climb the hills in search of wild goats. From the very outset the paths were exceedingly steep, but when we got into the woods they became absolutely impracticable for horses. The track was narrow in the extreme, and the ground was a sticky clay, whilst great boulders occurred at frequent intervals, and the path was as nearly perpendicular as a path could possibly be. The horses were continually slipping down although we were on foot leading them; and as I found that at the rate at which we were going we should not reach our shooting-ground till after nightfall, I decided to return. The vegetation in the woods as we passed through was most luxuriant, the undergrowth being very dense and the trees of large proportions. Myrtles were especially numerous and large, and there were many wild fruit-trees,—peaches and plums seemed the most abundant, and enormous quantities of strawberry plants covered the ground, the leaves of the latter being quite as large as those in English gardens. The plants and fruit-trees are supposed to have been originally set by the buccaneers, who formerly frequented the island. As at Hale Cove, I found the ferns here of great variety and wondrous beauty, and I noticed the same large bracken I had seen there.

After lunch on board the yacht, we rowed round in the dingy to try and shoot some pigeons, which abounded in enormous quantities in the cliffs. They were the common blue-rocks, but were so extremely wild that I only succeeded in shooting one. That one, moreover, I lost, as it fell into the water and was carried by the surf into a cave, into which it was impossible to take the boat. The following day I started in the launch with the dingy in tow, taking with me three men from the settlement and three dogs. Our destination was Santa Clara Island, and our object was sport after wild goats. We steamed along under the cliffs close inshore, and about an hour after leaving the yacht we saw

large numbers of goats scrambling about the precipices. We fired several shots at them at a distance of about 250 yards, and killed two. One, however, fell on a ledge, from which we were unable to recover it; the other fell into the sea, and we picked it up. It was a very small animal, with insignificant horns. Having gone on some distance, we landed two men with their dogs, giving them instructions to ascend the cliffs by a precipitous path, for the purpose of driving the goats within shooting range. Several came within range, but unfortunately the boat was rolling so heavily that it was impossible to get a steady aim. As the swell continued to increase and the boat laboured considerably, we decided to return to the yacht. On our way back we landed in English Bay, and saw the cave in which Alexander Selkirk is said to have lived. Whether the story was true or not I am unable to say, but there is no doubt whatever that the cave has been used as a dwelling-place. A fireplace and cupboards have been hollowed out in the sides, and there were other evident tokens of a former habitation. At the top of one of the steepest hills, which is said to have been his look-out station, stands a monument erected to his memory, and bearing the following inscription:—

"In Memory of

ALEXANDER SELKIRK,

A native of Largo, in the county of Fife, Scotland, who was on this island for four years and four months. He was landed from the Cinque Ports galley, 96 tons, 16 guns, A.D. 1704, and was taken off by the Duke privateer, 12th February 1709. He died Lieutenant of H.M.S. Weymouth, A.D. 1723, aged 47 years.

"This tablet is erected near Selkirk's look-out by Commander Powell and the officers of H.M.S. Topaz, 1868."

The communication between Juan Fernandez and Valparaiso is very irregular, and when I went ashore to settle up

the bills the day before leaving, I found the people were anxious to be paid in goods rather than money, as no vessel had been there for a long time, and they had run out of various articles. Unfortunately our own supplies had become very limited, and we were therefore unable to comply with their request. We found, however, that their prices for meat, poultry, and vegetables were very reasonable.

I noticed on the island several pretty little birds, resembling humming-birds, of beautiful plumage. There are, I believe, four species of birds quite peculiar to the island. Besides wild goats, of which I have already spoken, the other wild animals are cats and dogs. The latter are a kind of mastiff, and are descended from some which were turned loose by the Spanish for the purpose of keeping down the goats. These latter appear to have been at one time much more numerous than they are now. A few fur-seals are occasionally to[illegible]d on the shore, though they are more numerous on Mas a Fuera, the other island of the group. Juan Fernandez is also celebrated for cray-fish, which are of a large size and excellent flavour. We obtained some of them before leaving.

We were very short of flour and biscuits, and just as we were about to weigh anchor previous to leaving we sighted a vessel apparently making for the harbour. We therefore decided to await her arrival in order to obtain some from her. To our great disappointment, after coming close in, she bore away again. The delay in waiting for the vessel ran us close to sunset, and as the weather looked very dirty we decided to postpone our departure till the next morning. Charles Schroeder, A.B., refused to work any longer as there was no flour. I therefore paid him off at his own request, and put him ashore.

The morning of Tuesday the 8th May we at length started again upon our course, the weather being beautiful and the breeze strong and fair. The people from the shore came off

in their whale-boat to bid us farewell and speed us on our way. I must confess to a feeling of considerable disappointment with regard to Juan Fernandez, which did not in any way come up to the expectation we had been led to form of it from the high-flown description which is quoted by Finlay.

Our next destination was Mollendo, 1000 miles N. by E. of Juan Fernandez. A beautiful fair breeze sent us along during the next few days at the rate of at least nine knots an hour. On the third day out from Juan Fernandez we got into the S.E. trades, which helped us along considerably. The weather, though fine, was almost continually dull; and the sun was generally so obscured that we experienced the greatest difficulty in taking satisfactory observations for latitude and longitude. This, I am informed, is the usual state of the atmosphere off the coast of Peru.

At 2 P.M. on Monday, May 14, we sighted land, and soon afterwards made out a very lofty mountain, the summit of which was covered with snow. As far as we could calculate, it appeared to be the Misti, which rises at the back of Arequipa.

Next morning we found ourselves, so far as we could make out, off Cornejo Point, for it was most difficult to identify the landmarks. During the whole of the morning the air was almost a dead calm, but about two o'clock a light breeze sprang up. We then steered for some islands which we calculated to be those mentioned in Finlay's 'Sailing Directions' as lying off Islay Point. The darkness came on before we could reach them, and we therefore stood off from the land and hove to for the night.

At daybreak on Wednesday, May 16, we sighted what we imagined to be Islay Point. We ran down close to it, but after careful examination we could not in the least reconcile it with the description given in Finlay of that place. After lingering about for some time, uncertain where

we were or what to do, the sky fortunately became clear enough for us to obtain a good observation. To our unspeakable disgust we found that we were only off Coles Point, 56 miles south of Mollendo. There was, however, nothing to be done but to go back, which we accordingly did. We had a light breeze all the afternoon, but it died away in the evening. By ten o'clock at night we had done 30 miles out of the 56.

Next morning we found ourselves off Tambo Valley, where we had been two days before without knowing it. Shortly afterwards we sighted Mollendo, but there was no wind, and we were compelled to drift along with the current. A P.S.N. Company's steamer passed us at one o'clock bound for the port, and at 3.30 P.M. the health-boat came off and gave us pratique.

The captain of the port was an exceedingly polite man, but he could not at first make out what we were, having never before seen a yacht. We were the first that had ever visited Mollendo. At 4.30 P.M. we anchored, having wasted two whole days in search of the place. Soon afterwards we went ashore in the health-boat, and landed alongside the wooden pier. A very heavy surf rolls into the roadstead, and landing is at the best of times very difficult, frequently it is quite impracticable.

The town of Mollendo is a wretched place, and had suffered severely during the late war between Chili and Peru. The railway terminus, which had formerly been a handsome building, had been burned down by the Chilians, and the town mercilessly bombarded. The action of the Chilians was scandalous and inexcusable, as the town was totally defenceless, and no attempt at opposition had been made.

The captain of the port introduced us to an English gentleman, Mr S., who, together with his mother, lives here in a very nice house. We were also introduced to Mr R.,

the British Vice-Consul, to the captain of a Peruvian transport, and to one or two of the inhabitants of the place. Everybody was kind in the extreme, and offered to do anything for us. The lifeboat came in at six o'clock, but the surf was so heavy that I was afraid lest she should be stove in against the steps; I therefore sent her back to the yacht, and put up myself for the night at the Hotel del Ferro Carril. The hotel was considerably better than I could have expected to find in such a place; the rooms were clean and the cooking very fair. Mr R. dined with me, and gave me a good deal of information about the country. The railway from Mollendo to Puno, as appears from what he told me, had been recently seized by the Peruvian Government, though owned and worked by an American Company. In consequence of this a great deal of diplomatic correspondence was then going on upon the subject, and it was feared that some little trouble and complication might ensue. It was generally believed that the Peruvian Government had done this as a preliminary step to handing over the railways and mines to the bondholders. There was no light on the mole, nor a steam-tug belonging to the port, though in Finlay's 'Sailing Directions' it is said that there are both. The whole Peruvian coast is almost destitute of lights, which is an unpardonable scandal in a nation professing to call itself civilised.

At half-past six on the following morning, Friday, May 18, I visited the market, which is held near the church. There was, however, nothing of interest to be seen there, and little was exhibited for sale except meat and vegetables. After breakfast at the hotel I went off to the yacht, the captain of the transport kindly giving me a passage in his boat. In the afternoon I returned on shore, and after calling with Mr R. on Mr. S. and his mother, we walked to a garden at the back of the town which is considered by the inhabitants of Mollendo to be a most beautiful spot. To my

eyes it seemed but a poor little place, though it was doubtless a boon to the town, as it appeared to be the only green spot about it. It possessed a bowling alley which seemed to be extensively patronised. I slept at the hotel again that night, after having dined with Mr R. and made arrangements for starting early next morning for a trip into the interior.

CHAPTER XIII.

THE RAILWAY FROM MOLLENDO TO AREQUIPA—WONDERFUL ENGINEERING—AREQUIPA—PUNO—LAKE TITICACA—INCA REMAINS—BOLIVIA—LA PAZ—OBRASES.

May 19–28, 1888.

On Saturday, May 19, we left Mollendo by the 7.30 A.M. train for Arequipa. There were only two passenger carriages on the train, one first and one second class, both of them American cars. The line follows the coast for a distance of 14 miles to Ensenada, from which point it commences to ascend, the gradient being 1000 feet in five miles. Here the station of Tambo is reached, and the line continues gradually to ascend until it reaches Cachendo, which is 3250 feet above the sea. The engineering of this part of the line is really wonderful. In many places the track is cut in the side of the precipice, and from the carriage-window one can see a sheer descent of hundreds of feet, along which the track winds up which one has just ascended. There was a halt of half an hour at Cachendo, and then we traversed a dreary sandy plain until we reached a station called Vitor. The line then again began to ascend a very steep gradient, up which the engine had the greatest difficulty to draw the train. The latter was fitted with exceedingly powerful brakes, and twice during the ascent we had to stop in order to allow the engine to get up sufficient steam. At Quishuarani we found our-

selves 6125 feet above the sea, and from this point the scenery became magnificent in the extreme. Far down beneath lay a valley, through which meandered a rapid stream with green trees, and wide plantations on either side afforded a great contrast to the barren rock and sand through which we ourselves were passing. As we approached Arequipa, the desert country gradually gave way to highly cultivated land, and for the last 10 miles of our journey we passed through a succession of fruitful orchards.

We reached Arequipa at 4 P.M., having taken 8½ hours to accomplish the 107 miles from Mollendo. We drove to the Hotel Central, which we found a very comfortable establishment, the landlord of which was a Frenchman. Arequipa is situated amidst most picturesque scenery. It stands on a plain at the foot of the Misti Volcano, which rises 18,650 feet above the sea, whilst on either side are the magnificent peaks of Charchani and Pichupichu, the former of which is 19,000 feet and the latter 17,800 feet high. The town itself is situated at a level of 7550 feet above the sea, in consequence of which these splendid mountains, stupendous though they are, do not give the spectator the appearance of being as high as they really are. A little snow lay on their summits, but considering their height it seems surprising that there was not more.

After a short stroll, in which we could see nothing because it had already become dark, we spent the evening in conversation with the proprietor of the hotel, who gave us a most doleful account of the state of the country. According to his expression Peru was simply *un pays perdu.*

The following morning was a Sunday, and I confined myself to strolling leisurely about the town. I found Arequipa an old-fashioned Spanish place, which seemed to carry me back some centuries. The houses were low and very massively built, in order to stand the shocks of earthquakes which are of such frequent occurrence here. At least once a month shocks are felt, though as a rule they are not severe.

The last really bad earthquake took place in 1868, when an immense amount of damage was done, and many lives were lost. Several of the churches and other buildings still bore witness to its effects when I visited them. The principal Plaza is of very large extent, with a garden in the centre. On one side is the cathedral, an enormous modern building with two lofty campaniles, but plain and uninviting in appearance. The other three sides of the Plaza are surrounded by covered arcades, in which are shops of a poor and mean description. I was struck by the number of churches in the city, several of which dated from a short time after the Conquest of Peru. Most of them were adorned on the outside by fine stone carvings. Down all the streets run aqueducts of water, which impart to the town an appearance of cleanliness. The impression thus produced, however, decidedly fades away as one becomes better acquainted with the city. Tramways are laid through the principal streets, but the public cars run only on Sundays and feast-days. If one requires to use the tramways on any other days, one is obliged to hire a special car. Rows of gas-lamps were to be seen down the principal streets and round the Plaza, but owing to the want of coal they were not in use when I was there.

The atmosphere of Arequipa is wonderfully clear, and the stars at night shone with the utmost brilliancy. This no doubt was owing to the height of the city above the sea, and for the same reason I found that the temperature was considerably colder than at Mollendo, especially in the evening. In the middle of the day the sun was exceedingly hot, and cases of sunstroke are frequent. After dinner in the evening I went out on to the Plaza to hear the military band. All the *élite* of Arequipa were congregated in the square, but I could not say that I was much impressed by the scene. In former years a considerable amount of commerce was carried on between Arequipa and England, and

there were still several English houses of business there. Trade, however, was almost at a standstill, apparently owing to the unsettled state of the country, and partly owing to the recent epidemic of cholera which had been raging in Chili, in consequence of which all the ports had been subjected to a rigid quarantine. The population of Arequipa was about 25,000, of which number about twenty or thirty were English.

On Monday morning, directly after breakfast, I called on the British Vice-Consul, Mr H., to whom I had a letter of introduction. Through his kindness I was enabled to read a budget of English newspapers, which afforded me a great treat, as I had seen no English news for some months. After lunch my little French landlord, who was a chatty and pleasant companion, took me to a garden on the outskirts of the town across a lofty old-fashioned bridge. The garden itself was not worth the trouble of visiting, but from it we obtained a magnificent bird's-eye view of the town. In the evening I was admitted as a visitor to the European Club, which is a comfortable and flourishing institution supported by the European residents, and provided with an English billiard-table and a good stock of newspapers.

Tuesday morning we devoted to a visit to the cathedral, the interior of which is of immense size. It is very bare and plain, and the only real object of interest in it was the pulpit, which was made of wood elaborately carved, and of native work of Arequipa.

A curious custom prevails amongst the churches of Peru; ladies are strictly forbidden to wear bonnets or hats, and they are compelled to attend Mass in black dresses. After inspecting the cathedral I paid another visit to the Vice-Consul, from whom I received a letter of introduction to a German firm at La Paz, whither I intended to proceed on my departure from Arequipa.

Next morning we started for Puno, having bid adieu to our

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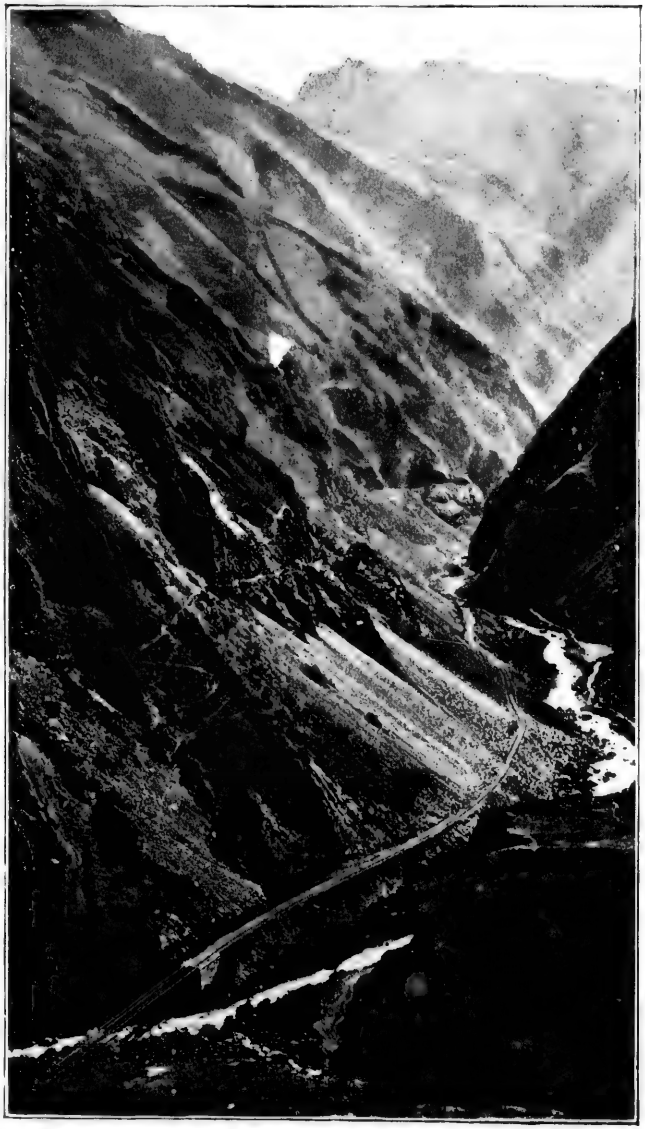


VIEW ON OROYA RAILWAY, PERU.

hospitable landlord, whose charges we found exceedingly reasonable. We were obliged to rise early, for our train left at 6.45 A.M. There was nothing remarkable about the scenery during the first part of the journey, but we still continued to ascend by a winding and steep though gradual gradient. A halt was made for breakfast at the station of Pampa de Arrieros, where we found a very decent little roadside inn. After half an hour's delay we continued our journey, and after some distance we reached the highest point of the line, Crucero Alto, which stands 14,666 feet above the sea. This is, I believe, the greatest height ever yet attained by a railway, though the line which was being constructed to Oroya, when completed, would exceed it. The air was extremely keen at this great height from the sea, and some of the passengers suffered from a peculiar affection caused by the rarefied atmosphere, and known by the name of *sorochè*. The symptoms are violent headache, nausea, and bleeding from the nose, and people not unfrequently die from its effects, which, however, were more severe in former times when long mountain journeys had to be made on mules. After Crucero Alto the line began to descend, and the scenery became much more interesting. Between two stations, called respectively Lagunillas and Santa Lucia, we passed between two lakes, called Sarachocha and Cachipascana. The line winds for a long time round their shores, and fresh views of them are afforded at every minute.

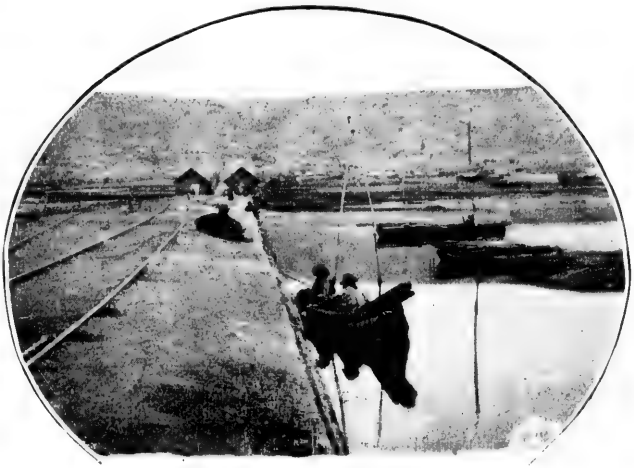
In this neighbourhood we saw great numbers of vicunas, llamas, and alpacos. The two latter animals are domesticated. The llama is used as a beast of burden, being capable of carrying about 120 pounds. The alpaco is kept entirely for its wool, the export of which is one of the principal sources of income to the country. After leaving the station of Lagunillas, the line ran along a flat table-land well cultivated, and watered by a river running through the midst of it. The scenery here reminded me very much of

some parts of the Scottish Highlands. The station before Puno is called Juliaca, and here is a junction for Cuzco. Several Indian women were on the platform at this station trying to sell various articles woven from vicuna wool.

We reached Puno at half-past seven in the evening, and I put up at the Hotel Lafayette, a wretched dirty inn, but the only one in the place. Puno lies on the shores of Lake Titicaca, 12,505 feet above the sea. The construction of the railway from Mollendo to this town was undertaken by an American engineer of the name of Meiggs. It was commenced in 1868, and completed in 1875. The total length of the line is 335 miles; the steepest gradients are about 1 in 22. There are only three bridges on the whole line, the longest of which is 1600 feet in length, and the highest 175 feet in height. The former is crossed just before reaching Arequipa. There is only one tunnel, and that very short. First-class fare from Mollendo to Arequipa was 8 solis, equal to £1, 3s., and from Arequipa to Puno 18 solis, or £2, 12s. 6d.

Next morning, Thursday, May 24, we embarked on board a steamer on Lake Titicaca, and we left Puno at 9 A.M. There were two steamers on the lake, which had been running for the last eighteen years. They were about 90 tons burden each, and were originally intended for gunboats. They had been constructed in England, sent out in pieces, and brought up on the backs of mules from Arica. By the time they reached the lake they are said to have cost the Peruvian Government their weight in silver. The steamer on which we found ourselves was comfortable and well kept. The cabins, though small, were neat and clean, and the food was abundant and excellent. The ship travelled at a pace not exceeding six knots an hour, owing to the scarcity and expense of coal. The engineer informed me that they were then using as fuel dried llama-dung, which made a hot fire and kept steam well. There was no unpleasant smell con-

nected with its use. In the neighbourhood of Puno the lake is very shallow and overgrown with rushes, through which a narrow channel has been cut, and its passage marked by buoys. The navigation through it is intricate, but once clear of this there was plenty of water, which in some places was very deep. All the way across the lake the scenery was most magnificent—numerous islands, beautifully wooded, and dotted about the surface and all around were ranges of snow-clad mountains. Amongst these the most conspicuous



Indian balsas, *Lake Titicaca, Peru.*

peaks were those of Sorata, 24,812 feet high, and Illimani, 21,143 feet high. The former is the highest mountain in America, and, so far as is known at present, it is the tenth highest in the world. At 7 P.M. we passed Titicaca Island, whence, according to tradition, came the founder of the Inca empire. This island was the most sacred of all the places in Peru, and Prescott tells us that portions of the crops grown upon it were distributed to every granary throughout the kingdom. Numerous ruins of Inca buildings still remain

upon the island, but unfortunately it was too dark for us to distinguish them. The Indians sail upon the lake in a very curious boat called a *balsa*. It is entirely constructed of reeds, with a square sail of the same material. In these frail barks they go from one end of the lake to the other, a distance of 120 miles. Like most inland lakes, the navigation is at times dangerous, owing to sudden squalls coming down unexpectedly from the gorges in the mountain-sides. When I crossed the lake, however, it was perfectly smooth; and during the day, whilst the sun was shining, the air was pleasant and warm. After sunset the atmosphere became decidedly cold, and it was necessary to put on a greatcoat: indeed, when we started from Puno in the morning several pools of water around the lake had been quite frozen over.

We arrived off Chililaya at 1.45 A.M., having come a distance of 99 miles, the charge for which was 16 solis, or £2, 6s., including food. We anchored and waited for daylight before entering the port. At 6 A.M. we reached the pier.

We were now in the country of Bolivia, and our luggage was taken to the custom-house, and every single article was rigidly examined. We left Chililaya in a diligence, which was a heavy lumbering vehicle, holding ten inside and five out, and drawn by eight horses, two abreast. I occupied the box-seat next the driver. The road was rough, and in parts paved with round stones; on the whole, however, it was level, and by no means bad. Until within about three miles of La Paz the country appeared to be well cultivated, the principal crops being barley and potatoes. Several farmyards that we passed had magnificent stacks of the former. At half-past nine we halted for half an hour for breakfast and to change horses. The scenery was very fine throughout the whole journey, the road passing along the base of the snowy range which we had seen from the steamer the day before. The sun was very hot, but the air was intensely cold in the shade, and most of the pools of water which we passed were

frozen over. Large patches of snow lay here and there along the side of the road. Shortly after two o'clock in the afternoon we reached the top of the hill overlooking La Paz, and we were rewarded by a beautiful view.

The situation of the town was indeed most picturesque. It lay in a deep valley 1800 feet immediately beneath, and was surrounded by rocky mountains, with the majestic Illimani towering above it. The road down to the town was exceedingly steep and winding, with very sharp turns. The driver, however, took the coach down at a hand-canter, and managed his team of eight horses with wonderful dexterity. We had been recommended to the Hotel Central, which was kept by a Frenchman, and was said to be the best in the town. It was situated in the Plaza, and was at one time the residence of the President of the Republic. We were, however, by no means satisfied with the accommodation which we received there, for the cooking was very second-rate, and the apartments far from clean.

Whilst dinner was being prepared I went for a short stroll in the town, visiting the market-place, where apparently every conceivable article was exposed for sale. The stall-keepers were all Indian women dressed in the costume of the country, and with big broad-brimmed hats on their heads. They were dark, coarse-featured creatures, and as plain as one could imagine. The principal articles for sale were caps, mittens, &c., made from vicuna wool.

Saturday, May 26, was a most lovely day. We spent the morning in exploring the town accompanied by the proprietor of the hotel. The streets, as a rule, were narrow, extremely steep, and paved with round stones. A few of the principal ones had side pavements for foot-passengers. Owing to the exceedingly high position of the city, the air is so rarefied that strangers find it difficult and unpleasant to ascend steep streets, and are frequently obliged to stop to catch their breath. we again visited the market-place, where there was a fine

show of fruit, and I purchased as a memento of La Paz a curious belt worked in gaudy colours by the Indian women. We afterwards went to the Alameda, which consisted of three parallel walks with fruit-trees planted in rows between them. In the middle was a large and ancient fountain of marble. Seats were arranged all along the walks. Near the fountain was the head of an Inca statue about four feet high, and of the rudest workmanship.

Isolated though the position of La Paz is, I was astonished to see the signs of progress which it exhibited; telephones were in general use throughout the town, and the electric light was being introduced while I was there. It is a large city, with a population of more than 45,000, three-quarters of whom were Indians. An infantry regiment was quartered there at the time of my visit; this was an unusual circumstance, as I was informed, for, as a general rule, troops are stationed in the more remote villages in order to prevent the soldiers being tampered with by the political parties in opposition to the Government. This has been found necessary owing to the frequent revolutions which have been effected in Bolivia by military *coups d'état*. I went to see the regiment parade before proceeding upon a march. I was by no means prepossessed by their appearance, neither officers nor soldiers seeming to me to be smart and up to their work. The uniform consisted of crimson trousers, and a sort of yellow hussar tunic. Instead of boots they wore sandals. The one thing good about the regiment was its band, which appeared to play the whole day long; and as the barracks were immediately opposite the hotel, we had the full benefit of their music.

There are not above eighty Europeans altogether in La Paz, of whom only six are English; of the remainder the majority are Germans. Sucre is the nominal capital of Bolivia, but La Paz is really the only town of importance in the country. All the foreign representatives reside there,

Sucre being little more than a village, and being reached only after a long and fatiguing journey by coach. Every European nation except Great Britain was represented at La Paz by diplomatic officers. The late war which had occurred between Chili and Peru had really been caused by Bolivia, with whom alone at first Chili had any misunderstanding. Unfortunately for Peru, however, she had a short time previously signed an offensive and defensive alliance with Bolivia, in consequence of which she was drawn into the war. Bolivia lost Cobija, her only seaport town, but otherwise she suffered little or nothing through the war, almost the whole brunt of which had to be borne by Peru.

Sunday, May 27, was a fine warm day. The first thing in the morning I went out to visit a market which is held every Sunday in one of the streets. As in the other market, the vendors were all Indian women, and their wares of every imaginable description. It was a busy and picturesque scene, the street being thronged with buyers, and the women being all clad in scarlet, blue, green, and other brilliant colours. After breakfast I went with the landlord of the hotel to inspect the museum, which was open only on Sundays and Thursdays. It was quite a small place, consisting of collections of minerals, stuffed birds, &c.; but that which was far more interesting to me than anything else was a considerable collection of Inca antiquities, consisting chiefly of earthenware vessels and various articles in copper. Some of the former were very elaborately painted, and many of them had an appearance of great antiquity. The landlord informed me that originally the collection had been much larger and more valuable, but that many of the best articles had been stolen by the custodian and sold to strangers. After lunch we hired a tilbury with four horses, and, accompanied by the hotel proprietor, drove to the village of Obrases. The road was exceedingly rough and steep, and the drive was by no means comfortable.

Obrases lies in a ravine about four miles from La Paz, and is a favourite place for picnics among the inhabitants of the city. I was very greatly disappointed when I got there, for there was really nothing to see. On our way thither we passed long strings of donkeys on their way to La Paz laden with fruit, which was brought from warmer parts of the country, the climate of La Paz being too cold to admit of its culture. On our way back to the city we visited the race-course and the grounds belonging to the Sporting Club. These were not yet finished, as the institution had only recently been started. It was evident, however, that they would be a great acquisition to the town, the gardens being well laid out, and provided with pleasant shade from the numerous gum-trees which were growing there. From a terrace in the grounds a splendid view of the races would be obtained. In the evening the weather was intensely cold, and I did not venture out of the hotel after dinner. The band, however, played on the Plaza, though a very small audience collected round them.

When I arose next morning I found that the weather had changed. The sky was dull and clouded, and at ten o'clock rain began to fall. At 2 P.M. it again cleared up, and remained fine for the rest of the day. After lunch I sallied forth to make another endeavour to purchase rugs. I was shown, however, only those of inferior quality, all the best being reserved for export. In the end I was obliged to content myself with a small mat and a couple of inferior prayer-rugs. I succeeded, though, in purchasing some interesting specimens of Inca pottery, as also Indian arrows, and stone and copper implements. As I was intending to leave La Paz early next morning on my return to Mollendo, I settled up my bill with my landlord after dinner, and found it considerably higher

than that at Arequipa. I must confess, however, that the proprietor had been unremitting in his care and attention to me, and was a most civil and obliging fellow. It was a pity he did not look after things in his hotel, however, and see that the rooms were cleaner, and the food and attendance somewhat better.

CHAPTER XIV.

A CURIOUS CEMETERY — RETURN JOURNEY TO MOLLENDO — AN ENGLISH ENGINE-DRIVER—RESUMPTION OF VOYAGE—CALLAO—ARRANGEMENTS FOR REPAIRING YACHT—LIMA—U.S.S. TRENTON—A BULL-FIGHT—CONSIDERABLE DAMAGE TO THE YACHT.

May 29–June 12, 1888.

At half-past seven the next morning, Tuesday, May 29, we left La Paz in the diligence, the weather being cold and windy. We were an hour and a half ascending the hill, from the summit of which we took our last look at the interesting city of La Paz lying beneath us, with its red-roofed houses. On our way up we passed the cemetery, into which I turned for a few minutes. The place was certainly curious, and well worth a visit. Instead of the coffins being buried in the ground they were placed in niches in the walls, which are then bricked up, so that there are rows upon rows of coffins one above another. The walls thus present a most strange appearance. The same thing, however, is to be met with in the Campo Santa in Genoa, as also at Pisa and many other of the Italian towns.

We reached Chililaya at 3 P.M., where I met a German gentleman who most kindly gave me several mementoes of the country, including two most interesting models of the Indian *balsas* used on the lake. We embarked on the same steamer that had brought us over from Puno, the captain of

which presented me with another *balsa*, as also with a stone containing a number of fossil shells, which had been picked up on Mount Sorato, 12,500 feet above the sea. Chililaya is quite a hamlet, consisting of not more than a couple of dozen houses; but the view of the Andes from the place is magnificent beyond description.

We arrived at Puno at half-past nine next morning, but there was no train leaving until the following day. The solitary hotel in the place was insufferably bad, and I was only too pleased to accept the kind offer of the captain to remain on board until my train should leave. In the course of the morning I walked up to the town of Puno, which was about a mile distant from the landing-place. I found it a small, old-fashioned place, containing about 8000 inhabitants. In the Plaza stood a handsome old church, the interior of which, however, I did not visit. Here I bought some prayer-mats and vicuna rugs, which I found much better and cheaper than those which I had seen at La Paz. The rest of the day I spent on the steamer, as there was really nothing whatever to be seen on shore.

The captain and engineer were friendly and obliging, and they both got up early next morning to see me off by the 6.45 train. I found their assistance with my luggage most acceptable. At Lagunillas I was met by Mr S., who was waiting with horses to take me to his silver-mines. It appeared that he had sent me a letter to Puno telling me of this arrangement. Unfortunately I had not received it, and as my time was so limited and I had not made the necessary arrangements, I was compelled to forego the visit to the mines, which would no doubt have afforded me great interest and enjoyment. During our halt for half an hour at Santa Lucia for breakfast I got into conversation with the engine-driver of the train. To my surprise I found that he was an Englishman, and that he hailed from Brighton. He appeared to me a highly educated man, and I have no doubt that, like

many other people one meets in these countries, he had a curious history of his own, which, however, he did not reveal to me. From him I received as a present a very curious Peruvian jar, covered with quaint figures. The journey from Puno to Arequipa was monotonous in the extreme, the country for the most part being only a sandy desert. We reached the latter place at 6.30 P.M., and I received a hearty welcome back from the landlord at the Hotel Central, the cleanliness and comfort of which were a most agreeable change to my experience at La Paz.

Leaving Arequipa at eight o'clock next morning, Friday, June 1, we reached Mollendo at 3.30 P.M., and I was met at the station by Mr R., Mr G., and the sailing-master, from the latter of whom I heard, to my satisfaction, that everything had been going on well on board the yacht during my absence.

I spent the night ashore at the Hotel del Ferro Carril, and next morning was very busy getting in provisions and settling bills. Money was very scarce in Mollendo, and I had the greatest difficulty in cashing a bill for £20. When I went to bid good-bye to Mr R., who had been most kind and taken a great deal of trouble on our behalf, he presented us with an exceedingly handsome white alpaco skin. We went off to the yacht at noon, and by half-past three we were once more under way. There was scarcely any wind at first, but shortly before six a nice breeze sprang up. We headed for Callao, 470 miles northward along the coast.

The next three days were dull and rainy, the wind was right aft, and there was a considerable swell on, which caused us to tumble about a great deal.

At 2 P.M. on Tuesday, June 5, we made out the island of San Lorenzo, and at half-past seven in the evening we were at anchor in Callao Bay.

The next morning was fine, but, as usual on this coast, the atmosphere was very heavy. As it was very dark when we

arrived the evening before, we had dropped anchor a good distance off from the shore. At daybreak we proceeded farther up the harbour, and took up our position near the United States men-of-war Trenton and Alert. There were no British war-vessels in the harbour. The health-boat came off at 7.30 A.M., and gave us pratique. Shortly after breakfast an enormous bundle of letters and newspapers arrived on board for the men. To my great surprise there were none for me; I therefore concluded that my mail must be waiting at Lima for me, and I decided to go thither at once for them. Before doing so, however, I went to the floating-dock, and arranged about our entering in order that the damage which our keel had sustained through running on the rocks in Sholl Bay might be repaired. I found from the dock-master that we could not get in until the following Monday, and an agreement was made between us for that day. I landed soon after eleven, and having called at the Consulate, I took the twelve o'clock train for Lima.

The distance between the two towns was only $7\frac{3}{4}$ miles, but the train stops at five stations on the way, and the journey occupied half an hour. There are two lines between Callao and Lima, one belonging to an English company, and the other to an American. On reaching Lima I went direct to the Consulate: there were no letters awaiting me there, and I therefore went on to the Legation, where at length I found them. I lunched at the Hotel de France et d'Angleterre, a comfortable-looking inn kept by a French-woman. The cooking was very fair. Afterwards I strolled through the town, with which I was considerably disappointed. The shops especially are very poor, and were not to be compared with those at Rio de Janeiro and Monte Video. As usual in South American cities, there was a large and handsome Plaza in the centre of the city. In the middle of the Plaza was a fine fountain surrounded by busts of Peruvian heroes on pedestals. Two sides of the

square were occupied by shops with arcades in front of them, on the third was the cathedral, and on the fourth the Palace of the President. The cathedral is an imposing-looking building with two lofty towers, and the oak carvings in the choir are exceedingly beautiful. The supposed remains of Pizarro, by whom the cathedral was founded, rest within its walls. There were several other churches in the city, the exteriors of which were striking: the finest of these appeared to me the church which is dedicated to St Francis. The town was well lit by gas: the electric light had been introduced here, but the company became bankrupt, and now it is disused. After dining at the same hotel where I had lunched, I returned to Callao by the 9 P.M. train.

I slept on board the yacht, and landed at eleven. After calling at the Consulate I took a walk through the town, and was agreeably surprised to find so clean a place, as foreign seaports are generally dirty. The shops, moreover, were very fair, the principal stores being kept by Europeans and Americans. There is an unusual proportion of foreigners in Callao, and the city boasts three clubs—English, Italian, and Peruvian. The two former kindly enrolled me as an honorary member. In the afternoon I called on the captain and officers of the U.S.S. Trenton in return for a call which I had received from them in the morning. The ship was a fine vessel of rather an old-fashioned type. I spent but a short time on board, and then returned to the yacht.

The evening was close, and the next day very hot, so much so, indeed, that after going ashore for a few minutes in the morning I found it cooler and more pleasant to return to the yacht. In the course of the afternoon I visited the docks, which are of considerable extent, and with a railway running the entire length of the quays. Afterwards, accompanied by Mr W., the British Vice-Consul, I went to see the English cemetery, which lies about three miles from the

town. It is neatly laid out and well kept, and in it were several monuments erected to officers and men of different ships of the British navy. The Peruvian cemetery was near by, and there, as at La Paz, they buried in the walls. Near at hand were the grounds belonging to the Rifle Club, through which we strolled. They were very tastefully laid out, and Mr W. informed me that in summer the band played there on Sunday evenings.

On our way back Mr W. took me into his house, and kindly presented me with a most curious piece of Inca pottery. I spent a short time in the evening at the English Club.

The next day was again dull, though there was no appearance of rain. I went to Lima by the twelve train, and visited the Exposition Gardens, which were situated about two miles beyond the city. They were of very considerable size, and before the outbreak of the late war they had contained a large collection of animals and birds. The Chilians, however, had carried away everything of value from the place, besides doing an enormous amount of damage to the buildings and gardens themselves. The consequence was, that there was little to be seen, and the gardens themselves were in a dilapidated condition. The principal gateway, however, was very handsome. After purchasing some Inca pottery at a shop which I discovered in a back street, I returned to Callao by the five o'clock train.

The following day, June 10, was a Sunday, and we went to church at half-past ten on board the Trenton. The service was that of the American Episcopal Church, which is almost identical with that of the Anglican. We were afterwards shown over the ship, and lunched with the captain. The Secretary of the U.S. Legation and the captain of the Alert were also present, in addition to several officers belonging to the latter ship.

After lunch I went by train to Lima, in order to witness what I had been informed would be the last bull-fight of the

season. The ring, which was situated in the Plaza d'Acho, was very similar to that at Monte Video, and was capable of seating about 10,000 people. The attendance, however, was very small, although seven bulls had been advertised to be killed.

The proceedings commenced at a quarter to four by a procession of the picadors and other performers across the arena. After bowing to the President, these took up their stations to await the entry of the bull. Three of the men were on horseback, the rest on foot. On a signal being given by the firing of a rocket, the door of the bulls' stable was thrown open, and the first one trotted out into the arena. The animal was of a brown colour, of moderate size, and poor in condition. Directly he caught sight of the horses he made a charge at them. It was really beautiful to see the way in which the riders avoided the bull's rush. Every care was taken to prevent the horses from being injured, and in this respect the bull-fight at Lima appeared to me less cruel than at Monte Video or in Spain. After playing the bull for about five minutes on horseback, a bugle was sounded, and the second part of the performance commenced. Darts were brought in about a foot long and decorated with ribbons. These were given to the bandarillos, who endeavoured to induce the bull to charge them. On his doing so they nimbly stepped aside, and planted a dart in each side of his neck. The main object was to perform this trick as neatly as possible, and when the bandarillo succeeded in putting both his darts into the animal's neck he was greeted with loud applause.

This so-called sport went on for about ten minutes, at the end of which time the wretched animal had six darts hanging from the shoulders. The bugle was again sounded, and the matador appeared to perform the finishing act. This man carried a straight double-edged sword and a red flag. The picadors then urged the bull towards him, and endeavoured to persuade him to charge him. After some time he

did so, but the matador made a bad shot and did not drive the sword in deep enough. The wound, therefore, was not fatal, as it ought to have been, and the poor beast, with blood streaming down his shoulders, charged right and left and knocked the matador over. His attention was immediately distracted, or otherwise he would probably have killed him. Once again he charged, and again the matador only succeeded in wounding him. Loud hisses were now raised by the audience, who cried out for another matador. The bull, however, gave the man another chance, and this time he managed to give a fatal blow. Even then the poor animal was at least five minutes in dying, and it was a sickening sight to see him swaying himself slowly from side to side struggling with death. As soon as he fell a team of mules was brought in; the carcass was made fast and dragged out of the ring at a gallop, the band in the meanwhile playing a triumphant march.

After a short pause another bull entered, and the proceedings in the first case were repeated. This bull, however, was a remarkably game creature, and proved too much for the picadors and bandarillos. In a few minutes, therefore, other cattle were introduced, and he, together with them, was driven back to his stable, having saved his life for the present by his indomitable courage.

The third bull was of a dun colour and fought well. As in the first instance, the matador made several bad shots before he finally succeeded in despatching him.

The fourth and last bull was a miserable-looking animal, and was neatly killed at the first attempt.

This finished the afternoon's performance, with which on the whole I was considerably disappointed. The bulls were not particularly wild, and the matadors and bandarillos were exceedingly clumsy, and I resolved not to visit another bull-fight in Lima.

After dining at the Hotel de France et d'Angleterre I

returned to Callao at 9 P.M., and the next day I again spent at Lima, my time being principally occupied in making purchases. I had been elected an honorary member of the Phœnix Club, which was chiefly intended for English residents in the city, and had a good assortment of newspapers. It was also provided with a fair library, and had a fine billiard-room, in which I spent the afternoon, returning to Callao by the 5 P.M. train.

On Tuesday, June 12, we ran our yacht into the floating-dock. We commenced operations at 7 A.M., and it was half-past nine before we got finally locked in. Soon after ten pumping was commenced, and by half-past eleven the dock was empty. As soon as the bottom of the yacht became visible we found that she had sustained considerably more damage than we had anticipated. The false keel amidships had been torn away, the main keel and garboard strakes were injured, six tons of lead were altogether gone, and another piece was sticking out almost at a right angle. A great portion of the copper was also gone from amidships, whilst almost the whole of the wood casing below the lead had been torn off. The surveyors came off at twelve o'clock, and made an exhaustive survey of the vessel. They expressed an opinion that it was simply marvellous that she had been able to sail so well since the accident. We now were able to realise how providential it was that she came off the rocks when she did, as in less than another hour she must inevitably have had the water in her.

It was evident that the repairs would take some time, as the tanks and part of the ballast would have to be removed before the new lead could be bolted on. I therefore made up my mind to make the best of the delay, and to visit meanwhile the principal places of interest within reach of Callao.

CHAPTER XV.

EXCURSIONS IN PERU—CHICLA—A NOVEL MODE OF TRAVELLING—HOTEL QUARTERS AT LIMA—COCK-FIGHTING—LOTTERIES—A GOOD BARGAIN—SAN LORENZO—A CURIOUS RELIGIOUS CUSTOM—PROGRESS OF WORK ON REPAIR OF YACHT.

June 13–28, 1888.

ACCORDINGLY next morning, Wednesday, June 13, we left Callao at seven o'clock by the Oroya railway for Chicla, accompanied by Mr B. of the s.s. Retriever. We changed trains at Lima, where we found Mr H., the Company's manager, waiting for us. This gentleman had kindly made arrangements for us to return from Chicla next day in a hand-car in charge of the chief carpenter of the line.

The country after leaving Lima is not particularly interesting, though it is highly cultivated, large sugar plantations extending for a considerable distance on each side of the line. Many ruined ancient Inca villages and aqueducts were to be seen at intervals as we passed along. In the time of the Incas the whole of the country must have been very thickly populated, and the people must have been industrious and skilful agriculturists, for the remains of the terraces on which they grew their crops could be seen stretching one above the other more than half-way up the hills. We stopped for half an hour for breakfast at Chosica, a station 33 miles distant from Lima. From this point the line began to ascend rapidly, and with very sharp and apparently dangerous curves. We passed

the station of San Bartolomè, and then the scenery became marvellously grand and beautiful. The line, moreover, bore evidences of skilful engineering. The bridge over the Verrugas River, which we crossed soon after passing San Bartolomè, is considered one of the wonders of Peru. It was constructed in the United States, and is on the truss system. It is an iron bridge, 580 feet long and 253 feet high, raised on three piers, the base of the centre one of which is 50 feet square. The deflection of the bridge is exceedingly small, being only five-eighths of an inch. Tambo de Viso was the next station which we passed, and here the steepest part of the line commences. The precipices are too steep to permit of the line taking a curve, and it is therefore constructed in the shape of the letter V. On arriving at one end of this V, the train is shunted and pushed backwards up the other side until it arrives at the top, when it again resumes its forward journey. There were three of these V's which we traversed before reaching Chicla, which was then the terminus of the line. At one part the train emerges suddenly from a tunnel on to a bridge over a splendid and gloomy gorge, with lofty precipices on either side. As soon as the train has crossed this bridge it plunges into another tunnel. The scenery as we crossed the bridge, which is called Puente del Infernillo, was awfully grand and sublime. We reached Chicla at 4.30 P.M., and took up our quarters at the Hotel Trascendino, a small, tolerably clean, and comfortable inn.

The Oroya railway was constructed by Mr Meiggs, the great American engineer, who also built the railway from Mollendo to Puno. The line from Lima was commenced in 1870, and completed as far as Chicla in 1876. The original intention was to carry it as far as the mining town of Cerro del Pasco, but the work was stopped for want of funds, having cost no less than £5,175,000 as far as Chicla. The track, however, was already graded, and tunnels bored as far as Oroya, 50 miles beyond Chicla. I was informed that over

BRIDGE ON OROYA RAILWAY, PERU.

7000 workmen were killed by accident or died of fever or other diseases during the construction of the railway. The maximum grade is 1 in 25, and the sharpest curve is 395 feet radius. The Cima tunnel, nine miles the other side of Chicla, is 15,645 feet above the level of the sea. This is, I believe, the loftiest point that has been reached by any railway in the world.

Chicla itself is a small village situated 12,220 feet above the sea, and 87 miles by rail from Lima. Between these two termini the line passes through 42 tunnels and over eight large bridges. Landslips and floods occur every year, and this makes the line an exceedingly expensive one to maintain. At Chicla the air is very rarefied, and strangers constantly suffer from *soroché*.

After seeing the train off at eight o'clock next morning on its return to Lima, we followed suit three-quarters of an hour later on a hand-car. The hand-car was a low, open truck on four wheels, holding six persons—three in front and three behind. It was fitted with powerful brakes, and was comfortably cushioned and had excellent springs. This was a specially constructed hand-car for the use of the principal officials and their friends, the ordinary cars being very uncomfortable and without springs. The brakesman in charge of our car, strangely enough, came from my own estate in Mid-Lothian. When he was a boy his father rented one of my farms, and he was intensely interested in asking and hearing from me news concerning the principal residents of the neighbourhood, many of whom he had known in his youth.

Our journey down the line in the hand-car was most interesting. We shot through tunnels and dashed round curves at a rate of thirty miles an hour, and the slightest obstruction on the track would inevitably have capsized us all. At all the principal bridges we stopped and got out of the car in order to examine their construction,

and to enjoy the grand and awful views down the gorges over which they passed. On our way we were regaled by the men with accounts of murders which had been committed upon the line. Only a short time before our visit, an unfortunate plumber coming down in a hand-car was mistaken for a Government paymaster, shot, and killed: his assassins were never discovered; but this goes without saying in the country of Peru, and it is exceedingly doubtful whether any steps whatever were taken to search for them.

We stopped for breakfast at the station of Matucana, where was an hotel kept by an Englishwoman. We had an excellent meal, and to judge not only from our own experience but from the various remarks which we read in the visitors' book, the hotel appeared to be remarkably comfortable and well kept. At Matucana we caught up the train, which had started from Chicla three-quarters of an hour before us. We gave it another good start, and then resumed our journey, halting for a considerable time at the Verrugas bridge, with which we were exceedingly interested. Upon it were several barrels filled with water; these are placed there not only as a protection from fire, but as a means of constantly testing the bridge's level. No accident had ever hitherto happened upon the line, which, considering the steep gradients and sharp curves, speaks very well for the management. A hand-car precedes every train coming down, in order to ensure no obstacle being in the way.

The Government had not yet seized the line, but it was believed they would shortly do so. Whether this has been the case or not up to the present time I have not heard.

We stayed for a short time at San Bartolomè and Chosica, and after leaving the latter station our progress became much slower. We had by this time descended the greater part of the mountain, and the gradient now became very moderate. We reached Lima Station just in time to see the 3.5 P.M. train for Callao steaming out of it; we therefore

proceeded to the end of our journey upon the hand-car. The trip had been altogether thoroughly successful, interesting, and enjoyable.

On arriving at Callao I went to the Consulate to examine the tenders which had been sent there for the repair of the yacht. There were only two, of which the Dock Company's was the lowest. This amounted to 10,700 solis or £1600, which seemed to me a most exorbitant sum. However, I supposed that the tenderers knew that I was at their mercy, for the yacht must of necessity undergo repairs, and I was compelled to pay the sum. I went on board intending to sleep there, but I found the saloon and my cabin already pulled to pieces in order to enable the men to get at the ballast; it was therefore impossible to stop on board, and I determined to take up my quarters for the present at Lima. Before proceeding to the latter town by the 8 P.M. train I dined with Mr B. on board the Retriever.

Friday, June 15.—I was now established in very comfortable quarters at the Hotel de France et d'Angleterre at Lima, but most days I went to and fro to Callao. I called on Captain G. and the officers of the U.S.S. Alert, and afterwards engaged the second mate of the Kinross in the place of Mr Carter, who was leaving my service. On this evening we heard of the death of the Emperor Frederick of Germany after his brief reign. News of his death, though not unexpected, seemed to cast a great gloom even over such a distant town as Lima.

Next morning I heard of a small collection of Inca antiquities which was for sale; I therefore went to have a look at it. It principally consisted of various articles of pottery, none of which were at all extraordinary or out of the way. The collection was certainly small, yet the proprietor asked me £200 for it! In the afternoon I paid a visit to the United States Legation, and afterwards went on to the Phœnix Club, where I was introduced to several members

of the diplomatic corps. In the evening two military bands played in the Plaza Mayor, which was crowded with people.

Sunday, June 17.—Went over to Callao by the 9 A.M. train, and attended church on board the Trenton; afterwards lunching with the wardroom officers. In the afternoon Mr W. took me to the cock-pit, which was exceedingly like a miniature bull-ring, with an arena in the centre, and rows of seats and boxes around it capable of holding about 200 people. We found that we were an hour too early, and we therefore went round to the back to have a look at the cocks. There were about fifty, the majority of which were large handsome birds. They all belonged to the establishment, and were matched against outsiders not fighting amongst themselves. In the old days of cock-fighting in England the birds were carefully trimmed, but here they were left in their natural state with their wattles and tails on. The spurs with which they were provided when fighting were pieces of steel about two inches long and a quarter of an inch broad, slightly curved, and with their points and upper edge as keen as a razor.

There still being upwards of half an hour to spare before the proceedings were to commence, we went to see the Hospital, in which Mr W., as British Consul, took a great interest, and of which he was one of the principal managers. It was small, but quite sufficient for the requirements of the port, and was admirably conducted by French Sœurs de Charité. There was a special ward for sailors, and for the maintenance of this a tax of four cents per registered ton is levied on all shipping that comes into the port. At the time of our visit there were several seamen in this ward. There was also a children's ward, which interested me greatly. I was much struck with the cleanliness and good order displayed throughout, which did immense credit to the Sœurs de Charité. Of these there were ten, two being Peruvians and the rest French.

We returned to the cock-pit afterwards, and found the attendance somewhat small and entirely consisting of the lower orders. Soon after our arrival the proceedings commenced. The cocks were brought in and allowed to take stock of one another; they then were taken out again and their spurs tied on, after which the judge examined them one by one. They were then taken to opposite sides of the pit by two men, swung backwards and forwards once or twice, and then placed on the ground facing one another. They invariably commenced by pecking at the ground, and after a few moments one of them would utter a shrill cry of defiance, which was immediately responded to by the other. They then flew at one another, and a sharp and short conflict ensued, the battle being usually very speedily decided. The spectators were much excited, and a great deal of betting went on; but the thing that afforded me most amusement was the behaviour of the victorious cock, who at the close of the combat strutted round the ring crowing triumphantly, and evidently extremely self-conscious and elated at the victory. We saw five contests decided, and were then quite satisfied; we therefore left the cock-pit, and I returned to Lima.

The next morning I visited the yacht to see how the work was progressing. This I found to be slow and unsatisfactory, there only being half-a-dozen men employed on the work altogether. I returned to Lima in the afternoon and spent the evening at the Union Club, which is the leading and most fashionable club in Lima; the members are almost all native Peruvians, and it was considered a special compliment to me to elect me as an honorary member. The interior of the club was certainly very handsome.

The same evening I witnessed the drawing of a lottery, for which the inhabitants of Lima appear to have a great passion. Tickets are hawked about the streets and on the platforms of railway stations by men and boys, who receive

a commission on their sales. The price of each ticket is 10 cents, and the lotteries are drawn regularly twice every week. The principal prize in each drawing is 1500 solis, and there are numerous other prizes, gradually diminishing in value down to 30 solis. The profits are devoted to the support of the hospitals in Lima and Callao, which but for this system of lotteries would probably be unable to exist; for they receive no State aid whatever, and the voluntary subscriptions are exceedingly small. A portion of the profits from the bull-ring is also given for the same object.

The next few days passed somewhat slowly.

On Wednesday, June 20, after my breakfast, I was informed that a gentleman wished to see me. I found that he was the owner of the collection of Inca pottery which I had seen on the Saturday previous. He came to offer me his collection again, and after a considerable amount of bargaining I finally became its possessor for the sum of £33, being £167 less than he had originally asked for it! On receiving them I showed them to Mr Kieffer, who was considered the principal authority on the subject in Lima. After a careful inspection he pronounced them genuine, and gave it as his opinion that I had made a good bargain. As in curiosities and antiquities in every part of the world, so here with regard to Inca antiquities quite a flourishing trade exists in forgeries and imitations. These latter are principally manufactured at Payta, and are so cleverly manipulated that they have all the appearance of having been buried in the earth for centuries, and it is often very difficult for any but the most experienced connoisseur to be able to detect the fraud. In addition to the pottery, I secured several agricultural and musical instruments of the Incas, as well as many different specimens of cloth.

On Thursday I paid off Mr Carter, our late chief officer, with whom I was exceedingly sorry to part. He had,

however, secured an excellent berth in the P.S.N. Company, and the opportunity was too good for him to refuse.

Friday, June 22, I went, accompanied by Mr B., in our steam-launch to Frontin Island, which is a great resort for seals. Unfortunately there was a considerable swell on and we were unable to land. This was all the more disappointing, because we could see large numbers of seals and sea-lions along the beach. We fired at several, but the boat was tossing about so greatly, and we were so long a distance away, that I doubt whether we struck any of them. Finding it impossible to get any sport here we steamed along the shore to San Lorenzo, where there were at one time large smelting-works. These, however, were now disused, though the buildings were still standing, and there were several houses, with a landing-pier in one of the bays. We also saw the remains of a lighthouse that had been in course of erection before the war commenced, and was intended to replace the one now in existence, the latter being of very little use, as the light is of small power, and the situation too high above the sea. At the conclusion of the war the Peruvian resources were so crippled that the completion of this lighthouse was abandoned, at least for the time.

When the cholera epidemic broke out in Chili, the Government of Peru established a lazaretto on the island of San Lorenzo in case the disease should appear in the port. Fortunately, however, this did not occur. The island was burned and parched, and no signs of vegetation were to be seen upon it. We returned to Lima in the afternoon, passing on our way the Chilian ironclad Blanco Encelado, which had arrived in the harbour that morning.

Saturday, June 23.—We shipped our new mate, Mr Lawless. On visiting the yacht I found the work progressing better than I had expected. In the afternoon I returned to Lima, and went to the Palace to call on the Minister of the Interior. The object of my visit related to a dispute

which I had been having with the authorities at the Custom-house about the duty on some cigars which had been sent out to me from England. I found the Minister courteous and polite, and he immediately ordered the cigars to be delivered on board my yacht free of duty.

The Palace was built originally by Pizarro, and was formerly the residence of the Spanish Viceroys; now it is used as the official dwelling of the President, and in addition to this it contains all the different Government offices. It is a long low building, situated in the Plaza Mayor. On leaving the Palace I took a stroll into the Alameda de los Descalsos, one of the most fashionable promenades in Lima. It consists of a straight walk of considerable length, prettily laid out with flowers and shrubs, and adorned with many statues. The band plays here frequently, and on these occasions all the best people in Lima resort to the promenade.

The next day was the festival of St John the Baptist, and it was also a Sunday. In accordance with the custom of the country, every one on that day was wearing yellow daffodils. A few miles outside Lima there stands a village, the name of which I do not remember, where these daffodils grow in enormous abundance, and crowds of people visit this village on St John the Baptist's Day, returning with baskets laden with flowers. I tried to discover the origin of this custom, but no one seemed able to inform me about it.

On Monday I lunched with Mr S., the manager of the Dock Company, and afterwards went with him on board the yacht to examine the progress of the works. All the flags in the harbour were flying half-mast high on account of the death of a famous Peruvian admiral, who had arrived in the Government transport Santa Rosa the evening before, and had died that morning. His body was taken ashore in the evening, and buried the following day in Lima with great pomp and ceremony.

The weather was now extremely close, and so oppressive

that it seemed almost impossible to summon up energy enough to do anything. During the middle of the day it was impossible to go out of doors.

On the afternoon of Tuesday, June 26, Mr Kieffer took me to see two private collections of Inca antiquities. The first place which we visited contained, in addition to fine specimens of Inca work, a most magnificent set of antique furniture, which had belonged to the Spanish Viceroys. The articles consisted chiefly of tables, chairs, writing-cabinets, &c., exquisitely inlaid with mother-of-pearl. The second collection was entirely composed of Inca work, every article of which was perfect of its kind. The owner had been busily collecting for over fifteen years, and besides a great variety of pottery, there were many beautiful and valuable articles wrought in gold, silver, copper, and wood. In addition to these, there were numerous examples of Inca workmanship in cloth, the colours of which were as brilliant as on the day when they were manufactured. It was difficult to believe that most of them had been lying in the ground for many centuries. Our host had also some wonderful specimens of embroidered clothing worked by Spanish ladies resident in Lima during the last century.

I frequently enjoyed a ramble by myself through the town, watching the manners and customs of the place, and making myself acquainted with the ins and outs of the city. The river Rimac flows through the midst of it, but it is generally nearly dry, and principally utilised by washerwomen. At one place it is spanned by a large stone structure called the Desemparados Bridge, which is a favourite station for pedlars and vendors of fruit. There is a large Chinese colony in Lima, and small Chinese restaurants and shops are to be found there. These people were originally imported to work the guano, and when the system of contract labour was abolished many of them remained, and not a few have intermarried with the natives.

CHAPTER XVI.

A DANCE—ANOTHER BULL-FIGHT—A BOAT-RACE—THE CATHEDRAL —THE NATIONAL LIBRARY—COMPLETION OF REPAIRS TO YACHT —DIFFICULTIES WITH THE SHIP-CHANDLERS—ANCON—DIGGING FOR "HUACOS"—AN INTERESTING DISCOVERY.

June 29–July 18, 1888.

On one day I attended a dance given by the members of the lawn-tennis club at La Legua, which lies between Callao and Lima. The grounds were situated close to the station, and were provided with three good asphalt courts. A great many people were present at the dance, chiefly Peruvians. There were, however, a few English there, with whom I fraternised. The band of the Trenton played the dance music.

On another day, Sunday, July 1, I went again to the Plaza d'Acho to witness a bull-fight, although on the former occasion I had been so disgusted that I had made up my mind never to attend again. A novelty, however, was promised on this occasion in the shape of a combat between a bear and a bull, and I suppose that it was this that tempted me. Probably, also, it was owing to this fact that the attendance was much larger than when I had been there before. Certainly not less than 7000 spectators were assembled together, the majority of them appearing to be ladies.

Proceedings commenced at a quarter to four in the after-

noon. The first bull was a game animal, and charged nobly right and left, the air meanwhile resounding with loud cries of "Vivo toro." He was neatly killed at the first attempt, and died almost immediately after receiving a fatal thrust. The two next bulls were arrant cowards, who would not even attempt to charge. They ran round and round the ring endeavouring to escape, and were both ultimately driven back to their stables amidst hisses and other signs of disapprobation on the part of the spectators.

The great event of the afternoon now took place. A large strong cage had been erected in the centre of the arena, and into this the bear, having been unmuzzled, was put. The wretched animal looked miserably tame, and, as I afterwards discovered, he was simply an ordinary performing street bear, which had been purchased from a *troupe* of Italians. A considerable amount of time was wasted in introducing the bull, as the latter, showing more sense than his masters, appeared to object strongly to the whole proceeding. However, when once he was in the cage he made for the bear and gored him with his horns; the poor beast made no resistance whatever, but danced about in evident pain. After this had gone on for several times the bear managed to climb up the sides of the cage out of reach of the bull; he was, however, immediately knocked down with poles, the audience meanwhile being evidently much amused. The bull, however, turned his back on him in pity and disdain, and absolutely refused to take any further notice of him. The whole exhibition appeared to me disgusting, brutal, and cowardly. As no efforts could induce the bull to return to the charge, another bull was turned into the arena to pass the time away until the former should see fit to despatch the poor bear.

The new-comer was a miserable specimen, with no pluck whatever about him; but after many attempts, he was at last induced to charge the matador, who killed him very neatly. As the bull in the cage still refused to "go for" the

bear, he was turned out into the arena, and fought most gamely. The wretched matador made a great mess of killing him; it was only after several attempts that he finally succeeded in putting him out of his misery.

The fifth bull was then introduced, and proved to be by far the best of the lot. He was a savage and vicious beast, and from the first moment of his appearance he evidently meant to do all the mischief he could. One of the *chulos* had a very narrow escape, and the matador, in attempting to kill him, missed his stroke. The bull immediately rushed at him, and the man at first dodged round the cage and then ran as fast as he could across the open, with the bull after him. He turned and threw his flag into the animal's face, but this did not stop him. The matador slipped and fell under the bull's very feet, and it seemed inevitably all up with him. A couple of *chulos*, however, dashed pluckily forward and distracted the attention of the bull, who was then driven back to his stable.

After witnessing the despatch of another animal, who was killed in the clumsiest manner possible, I left the ring, by no means satisfied with myself for having witnessed such a disgraceful performance.

The day after this bull-fight I went for a ride with Captain G. Our horses were very good animals, about 14½ hands high, and were, according to the language of the country, called "pacers"—that is to say, instead of trotting, they run along the ground, the motion being quite easy, very much like sitting in an arm-chair. This mode of proceeding is eminently adapted for long journeys. We had a very pleasant ride of about 12 miles in the country, but we found the roads very indifferent; indeed they could scarcely be called roads at all, being little more than mere bridle-tracks.

Wednesday, July 4.—A boat-race took place between the gigs of the Trenton and the Alert. The distance was three nautical miles, and the race was keenly contested and

well rowed, being won by the Trenton by a few seconds only. The race took place in connection with the festivities of Independence Day. The men-of-war were all dressed with flags, and a salute was fired at noon.

A dance was given in the afternoon on board the Trenton, at which 500 people were present, consisting of Peruvians, English, and Americans. The ship presented a gay and animated appearance, and dancing was carried on with great vigour on the upper deck.

The following day I again went with Mr Kieffer to see a collection of Inca antiquities. These included some very fine rare specimens, a few of which were new even to Mr Kieffer himself. The owner of the collection was willing to sell it as a whole, but he would not part with individual pieces. I therefore was unable to get possession of anything from him.

In the afternoon I went to the cathedral to see the body of Pizarro, or rather, I ought to say, what is said to be his body. It is kept in a rough deal-box in a vault under the high altar, and is in an exceedingly bad state of preservation. All the fingers and toes had been broken off and carried away as curios by visitors, and the skeleton was wrapped in a dirty rag. All the probabilities are against the genuineness of the body; but even on the possibility that it may be so, it seems a most scandalous thing that more care and decent reverence should not be shown to the reputed remains of one who, with a mere handful of followers, conquered a powerful nation, and added a country glowing with resources to the Spanish dominions.

From the cathedral I went to the National Library, where was an interesting painting representing the funeral of Atahualpa, the last of the Inca sovereigns. The picture, which is very celebrated, describes the scene in church, with the wives of the Inca rushing in and trying to sacrifice themselves over his body. Father Valverde, Pizarro's chaplain,

who is performing the funeral service, is waving them back with his hand, and the expression on his face is exceedingly fine. This picture was taken to Chili after the late war, but after considerable negotiations it was ultimately restored. The library is a large building, possessing a good collection of books still, although the Chilians plundered it grievously and sold many priceless works, including many rare and valuable manuscripts, for their weight as waste-paper.

On Saturday, July 7, the repairs of the yacht were at length completed, and at half-past three in the afternoon water was admitted into the dock. Three-quarters of an hour later the gates were opened and we sailed out, taking up our position near the Trenton. The work had taken considerably longer than either the Dock Company or myself had anticipated; but there was no doubt that it had been well and faithfully executed, and I question whether the repairs could have been done better elsewhere.

Although the yacht had thus been enabled to get afloat again, much still remained to be done upon her before we could be in readiness to set sail again. The cabins, saloon, furniture, and decks were all upside down, and the whole ship required painting. I had a great deal of difficulty and unpleasantness with Messrs S. & Co., our ship-chandlers, who behaved most infamously in many respects, and who caused me further delay.

On Tuesday, July 10, I left the hotel at Lima and returned to Callao, intending to live on the yacht. We had been fairly comfortable during our stay at the Hotel de France et d'Angleterre, though the hotel was not by any means so good as it might be. It appeared to us that the proprietress did not exercise sufficient personal supervision, and there was great room for improvement in the cooking. The apartments, however, were clean, and the open court used as a dining-saloon was very pleasant.

Having slept on board the yacht for two nights, we found

the smell of paint so unbearable below that we accepted an invitation kindly given us by Captain M. to take up our night quarters on the Retriever.

The weather now underwent a change, and for the next three days it rained considerably in the morning, though it invariably cleared up towards the afternoon.

On Friday we had a pleasant little dance on the Trenton, not more than fifty people being present.

Saturday, July 14, was the anniversary of the taking of the Bastille, and the mole was decorated with flags. There was also a *fête* in the Exposition Gardens in Lima.

Thinking that we had encroached sufficiently on the hospitality of our friends on board the Retriever, we made another attempt to take up our quarters on board our yacht on Sunday, July 15; but the smell of the paint was still so disagreeable that we decided to return once more to Lima for a few days to our old hotel.

Next day Mr Kieffer suggested that we should go to Ancon to dig for "huacos." We accordingly took the 4 P.M. train, arriving at Ancon at 5.30 P.M., the distance being a little over twenty miles, the first half of which lay through sugar plantations, and the remainder over a sandy waste.

Ancon is merely a seaside watering-place, largely frequented in summer by the inhabitants of Lima. There is a row of private and detached houses facing the sea, the pavement being composed of wooden boards similar to that at Trouville in France. The town suffered considerably during the war, and still showed traces of the Chilian bombardment, which was a most scandalous act, and entirely opposed to all civilised warfare; for the town was merely a summer pleasure resort, and was absolutely destitute of any means of defence. The Chilian troops behaved more like bandits than disciplined soldiers, plundering and burning not only in Ancon itself, but in Chorillos and Miraflores, two other

watering-places on the coast. Lima would have shared the same fate but for the energetic remonstrance of the foreign ministers, backed up by the presence of a powerful fleet at Callao, to whom orders were given to sink the Chilian squadron if their demands were not implicitly obeyed. The property of foreigners was ruthlessly destroyed, and many other houses burnt to the ground with everything they contained. At the close of the war the French and Italian Governments demanded and obtained an immediate indemnity for all the losses which their subjects had sustained; the Chilians knowing full well that these Powers would brook no equivocation or delay, and that they would not hesitate to support their demands by force. The British Government, unfortunately, showed far less vigour and determination, and the consequence is that the unfortunate English have never received a single penny for the loss and harm which they sustained.

The water in Ancon is brackish and unfit for drinking, and all that is used by the inhabitants is obliged to be brought from Lima.

The railway originally ran to Chancay, a port 20 miles farther north; but a landslip occurred some years before our visit, and, with the usual lack of energy displayed in that country, the obstruction had not as yet been cleared away.

We were obliged to procure a licence to dig for "huacos," which cost four solis apiece, but was available for a year, and entitled the holder to retain what he might find.

Provided with our licences we started for the Inca cemetery at 7 A.M. on the following morning. The whole burial-ground covers an extent of nearly two square miles on a sandy plain. It presented a strange appearance, being covered with bones and skulls innumerable, among which were scattered pottery, pieces of cloth, and other articles which had been left there by former excavators. On arriving on the ground we found that the men whom we had sent on

in front of us had already taken up several babies. Their bodies were enveloped in several layers of cloth wound tightly around them and secured with cords. The outer wrapping was coarse, but the inner ones became gradually finer. Soft wool was in most cases placed over the faces, and as nothing but a few gourds had been buried with them, these babies had evidently been the children of very poor parents.

On the surface of the ground there are no indications of graves, and their positions are ascertained by probing the ground with iron rods. A person accustomed to the work can tell at once by the way in which the rod enters the ground whether a grave lies underneath or not. These graves vary greatly in depth, some being only a foot below the surface, while others are as much as 15 feet deep. After a considerable amount of digging we came across some bodies of full-grown people, evidently those of fishermen, for in addition to the usual cloth wrappers, they had nets wound round them, and a great number of netting-needles and balls of twine were lying beside them. The custom prevailed amongst the Incas of burying with a person the whole of his property.

About ten o'clock we brought to light a large, deep, and elaborately constructed grave, or, more strictly speaking, vault. We worked at it for about an hour, then hunger compelled us to leave and repair to the hotel for breakfast. There we were the guests of a Peruvian gentleman whom we had casually met in the train on our way from Lima. This gentleman had specially ordered a national dish which he was anxious for me to taste. It was called *cazuela*, and was a very thick soup, similar to hotch-potch in Scotland, except that instead of mutton it was made with chicken and vegetables. I thought it exceedingly good; but I certainly had an excellent appetite at the time, and was not altogether in a condition to be an impartial judge.

After breakfast we returned to the cemetery, and found that the workmen had meanwhile reached the roof of the vault, which was covered over at the top with an immense quantity of reeds, with fine matting beneath, the whole being supported by stout logs of wood. The sand had filtered through, completely filling up the vault, and we were obliged to clear this away entirely before reaching the bottom. As the vault was 10 feet deep this occupied a very long time, but when it was completed at about 4 P.M. we discovered four bodies in a bad state of preservation. Two of them had small oblong bits of gold in their mouths, which was very remarkable, showing as it did that the Incas practised a custom identical with that of the Romans of old.

Out of this grave we also got two silver wristbands, some portions of a silver necklace, a quantity of weaving implements, a large work-basket filled with knitting-needles and variously coloured wools and thread, some stone weights, and a few pots, most of which were damaged. We opened one other grave, in which were a large quantity of earthenware pots and gourds, but nothing else of interest or value.

We spent the night at the Grand Hotel, the only inn in the place, which, though unpretentious, was clean and comfortable.

At nine o'clock next morning we left Ancon, arriving at Lima at about half-past ten.

CHAPTER XVII.

WE LEAVE PERU—COMPLETION OF OUR FIRST YEAR'S VOYAGE—FINE SUNSETS—VARIABLE WEATHER AT SEA—EASTER ISLAND—THE CRATER OF OTUITI: STONE IMAGES—ANAKENA COVE—A MISERABLE NIGHT, AND A PRIMITIVE BREAKFAST—A VILLAGE GREETING—HISTORY AND CONDITION OF EASTER ISLAND—TERANO KAU—HANGA-ROA—PURCHASE OF PROVISIONS—DEPARTURE FROM EASTER ISLAND.

July 19–August 16, 1888.

At length next day, Thursday, July 19, all arrangements were completed, and we were able once more to put to sea. Having settled up accounts, made farewell visits, and completed other little necessary final details, we got under way at 2 P.M., the band of the Trenton playing "Auld lang syne" as we passed their ship, and all the war-vessels in the harbour signalling "Adieu" and "A pleasant passage" to us. We sailed past the Alert, then tacked and sailed round all the other men-of-war, dipping our ensign to them in sign of farewell. The breeze was light and ahead, and we were not abreast of San Lorenzo lighthouse till 8 P.M. It was a great delight to all on board to find ourselves again at sea after the six weeks' delay on shore. We were now bound for Easter Island, which lay just 2000 miles W.S.W. of Callao.

The second day out completed the year since we had sailed from England — a year which, though worthy of

pleasant memory for many interesting incidents on our voyage and many delightful places visited, had not been free from vexation and disappointment, owing to the frequent and unforeseen delays which through one cause or another had occurred. On this day we ought to have been in the neighbourhood of the reported island of Pousland. We kept a sharp look-out for it, but could see nothing of it; and I am disposed to doubt whether it is in existence at all, more especially as it is not mentioned in Finlay's 'Sailing Directions.'

During the next few days the wind, though fair, was very light, and sometimes we were almost becalmed. This was contrary to our expectation, as according to Finlay the S.E. trade-winds should have been blowing strongly at that season of the year. There was, however, in our favour a current that was setting to the westward at a rate of about one knot an hour; and on the whole, for the next few days we had a very pleasant and tolerably quick run. The sunsets were remarkably magnificent, certainly the finest we had ever witnessed, the whole sky in the west appearing as though on fire.

On Thursday, July 26, when we had been just a week out from Callao, and had run about 950 miles, we found ourselves at length assisted by a strong fair wind, which enabled us to keep up a steady eight knots an hour, and it seemed that at last we really had found the S.E. trades.

Towards afternoon on the following day, however, the breeze veered right aft, and a nasty roll came on, which caused us to tumble about a great deal.

This continued for forty-eight hours, greatly impeding us; but on the afternoon of Sunday, July 29, the weather changed again, and we had a few sharp showers of rain.

The wind then became very light and changeable, and by afternoon next day it had completely died away, so that we only did nine miles in ten hours. On this day an enormous

whale came close alongside the yacht. The weather was now intensely hot, and but for worrying at our slow progress we should have enjoyed it greatly. It was evident that we were too far south to catch the trade-winds, and that we had lost them altogether.

During the night between the 2d and 3d of August we passed the island of Sala y Gomez, and on taking our observations at noon next day, we found that we had been off our course during the whole of the last twenty-four hours.

A succession of calms and squalls, accompanied by a heavy swell, was the experience of the next few days; and it was not until daybreak on Thursday, August 9, just three weeks after leaving Callao, that we sighted Easter Island about 30 miles ahead of us.

From this distance it had the appearance of two rounded islands, but as we drew closer we observed that the land sloped down to the centre of the N.E. side, forming a large bay. There was an entire absence of trees, but most of the land seemed covered with grass, with the exception of large patches of red earth in places. Altogether the island presented a by no means unpleasing aspect. We had not sighted a single sail during the whole of the twenty-one days since leaving Callao.

We arrived and anchored in La Perouse Bay at 6.15 P.M., and our attention was attracted by a fire on shore, and by the figure of a man, who was evidently anxious that we should see him. There were no signs of any houses. The evening was fine, with hardly any wind, but we made no attempt to land that night.

Shortly after midnight the wind got up, and blew straight on shore; we were therefore obliged to get our anchor up as quickly as possible and make sail.

Next morning it was blowing hard, with a nasty short sea, and when I came on deck I found that we were off the

north end of the island. We tried to get round to Cook Bay, but owing to the wind shifting at about ten o'clock we found it impossible to do so. We therefore tacked and stood in again for La Perouse Bay, where we hove to, waiting for the weather to moderate sufficiently for us to effect a landing. By half-past one o'clock the sea began to go down, and we all went off in the lifeboat, landing in Anakena Cove, a snug little place with a nice sandy beach. No sooner had the boat grounded than about a dozen natives rushed forward and commenced shaking our hands most heartily.

They were a fine stalwart race of men, all clothed in shirts and trousers, and most of them wearing either a scapula or a rosary. Amongst them was an American, who, as he informed me, had ridden over that morning from Cook Bay to meet us, having seen our yacht off the north end of the island. From him we learned that he was the agent of Messrs Salmon & Brander, the joint proprietors of the island; that his name was Allen; and that his masters had sailed for Tahiti a month ago on board the Chilian transport Angamos, which had called at the island, hoisting the Chilian flag on shore, and leaving behind four Chilenos.

Accompanied by Allen and most of the natives, we took a short walk through a district which abounded in traces of former inhabitants. The population here must at one time have been exceedingly numerous. We did not see at Anakena any of the large images for which the island is noted, and specimens of which can be seen in the portico outside the British Museum; but there were many other objects of interest presented to our view, the most common of which were curious hen-houses, oblong in shape, about five feet in height, and of various lengths; they were all built of rough unhewn stone, with a small opening for the hens to go in and out. The native tradition accounts for these buildings thus: When an image was completed the sculptor invited a large number of people to attend at its

erection and inauguration, the proceedings being solemnised by a feast of several hundred fowls.

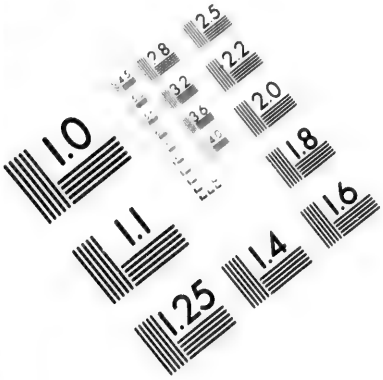
There were also several banana-pits from 12 to 30 feet in depth, circular, and lined with masonry, the object being to protect the trees from the wind. We saw several banana-trees growing inside them. The foundations of ancient houses were very plentiful; and we also saw a great number of burying-places, around which human bones lay scattered about. A great number of obsidian spear-heads were also lying about on the ground, the majority more or less broken, and of these I managed to secure a tolerably good collection.

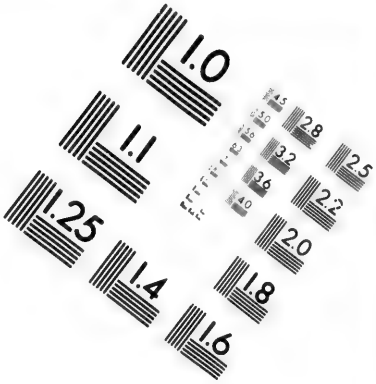
Very few vessels call at Easter Island, the inhabitants informing me that up to the arrival of the Angamos they had not seen a ship for upwards of two years.

The island derives its name from the fact that it was discovered by Roggewein on Easter Sunday 1721. It was visited by Cook in 1753, and in his 'Voyages' is to be found a highly interesting account of the place. Roman Catholic missionaries landed on the island in 1864, but after fourteen years' residence they sold their property to Mr Brander and removed to the Gambier Archipelago, taking with them 300 natives; 500 had already migrated to Tahiti in 1874.

Having arranged with Allen that he should have horses ready for us on the following morning to ride from the Cove to Cook Bay, we returned to the yacht at half-past five, and during the whole of the night we were obliged to keep under way, tacking backwards and forwards outside the bay.

A glorious day was Saturday, August 11. Having anchored again in La Perouse Bay we went ashore soon after 8 A.M., and found Allen and some natives already waiting for us with the horses. We at once set off for the crater of Otuiti, where most of the great images are to be found. Though Allen told us that it was not more than half an hour's ride, it took us over two hours and a half. On the way we came across a great number of wild cattle, some of the bulls being





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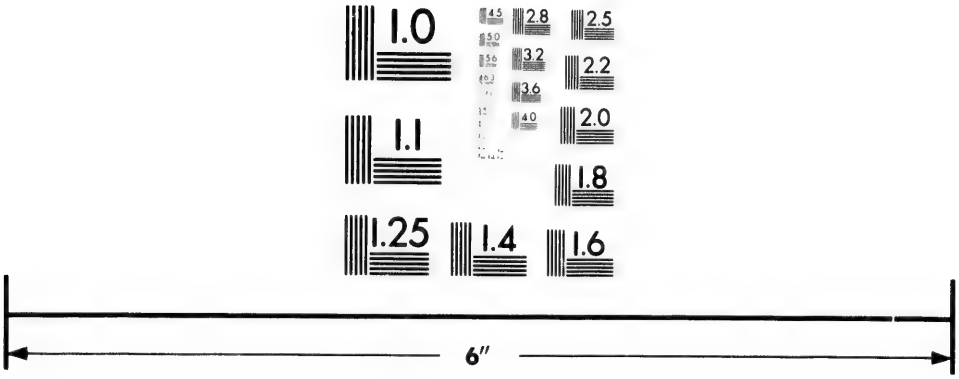

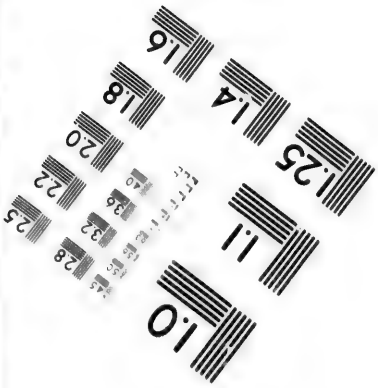

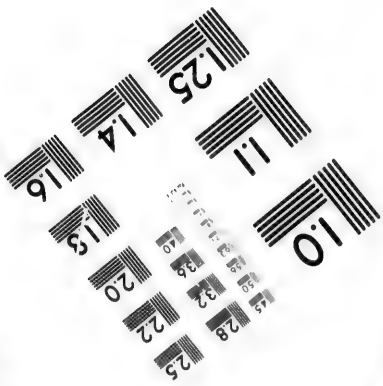

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remarkably fine animals, quite as large and handsome as those in the Falklands.

On reaching Otuiti we dismounted and scrambled to the top, whence we descended into the crater. This was over a mile in circumference and about 300 feet deep, with large pools of water lying at the bottom. Around the sides were numerous images, some erect and others lying prostrate. Their heights varied from 12 to 39 feet. They were sculptured out of a hard grey stone, the arms lying close to the sides, and the bodies terminating at the hips; the faces had, as a general rule, a calm and rather disdainful expression, and the size of the ears was ridiculously large, being quite out of proportion to the other features. The workmanship of these images was of course very rude, but considering the few and inefficient tools that the makers must have had they were really very wonderful, and it was perhaps still more marvellous that these ancient people, apparently without any mechanical appliances, were able to move these huge stone masses considerable distances and to erect them into their proper positions. Finlay remarks that several of them have crowns or hats on their heads. I saw none such, although lying on the ground in various parts were certain round shapeless masses of red stone slightly hollowed out to the shape of the skull, and apparently used for placing on the head. All the images which are found in different parts of the island were manufactured at this crater, where alone the particular stone exists. The places in the quarries whence some of them were cut are still plainly discernible, whilst other images are to be seen there in an uncompleted state.

On leaving this interesting spot we continued our ride towards Vaihou, passing on the way several stone platforms facing the sea, and varying in length, constructed of rough unhewn stones; images formerly stood upon them, but in almost every case they have fallen down. The road lay

for the most part along the sea-shore. We reached Vaihou at half-past one, and there we stopped to lunch.

This was once a missionary station, and a small disused wooden chapel still existed there. The Chilenos who had been left on the island were now occupying Mr Salmon's house which stood there.

After a brief rest we resumed our journey to Mataveri, where we arrived at half-past four. Here was Mr Brander's residence, a large and comfortable house surrounded by a grass paddock, and presenting much the air of an English farmhouse. It was situated about a mile from Cook Bay; therefore after remaining an hour we changed horses, and at half-past five we started on our return journey to Anakena Cove.

The road was very bad, the path being exceedingly steep in places, covered with loose stones. Before we had half completed our journey the night came on, and the darkness was intense. For some time there was no moon, and we were obliged to dismount and lead our horses, it being often an exceedingly hard matter to pick out our way. We did not reach the Cove till 11.30 P.M., and on our arrival we found, to our horror and dismay, that the yacht had left the harbour. We could just make out her side lights in the offing, and we lit a fire to attract her attention. We failed however to do so, and we were at length compelled to take shelter for the night in a cave. The ground was strewn with small stones, and the place was infested with thousands of fleas; the night also was exceedingly chilly, and on the whole it was simply impossible to sleep.

After passing a most wretched night, I ascended a small hill above the landing-place at daybreak to see if I could discern any signs of the yacht. On reaching the summit I saw her in the distance, evidently making for Cook Bay, where doubtless the sailing-master thought we had put up for the night. On my return to the cave I found the natives

preparing an oven to cook our breakfast. This, when ready, consisted of chicken, taro, and sweet-potatoes. Their method of killing and cooking a chicken was primitive and simple, no time being wasted in preliminaries. The bird was stunned by a knock on the head, then roughly plucked almost before it had ceased to breathe, then wrapped in a banana leaf and thrust into the oven. We had nothing to drink with our breakfast, there being no water on that side of the island.

The wind was now getting up and a heavy surf rolling in on the beach, so that even if the yacht had returned it would evidently have been impossible for us to get off to her. I therefore decided to return to Mataveri, more especially as I found that all the natives were leaving, and that if we remained where we were we should be left entirely alone. We therefore started at half-past eleven accompanied by Allen and the natives, who conducted us by a shorter way than that we had traversed the night before. On reaching the top of the hill overlooking the west side of the island, we saw the yacht beating back in the direction of Anakena Cove.

In passing through the village of Cook Bay we were greeted by a hearty welcome from the inhabitants, the whole population turning out, and every one rushing forward to shake hands and to say the only two words of English which they knew, "Good morning." It being Sunday, they were all dressed in their best clothes, and looked very neat and tidy. The women wore a long loose print garment reaching from their neck to their heels, whilst the men had jackets and trousers; both sexes had their feet bare.

We reached Mataveri at half-past three, and a room was at once prepared for us by the native servants in Mr Brander's house. We found the interior of the house in rather bad repair, and not so comfortable and inviting as we had been led to expect from the exterior view. The paddock in which it stood was planted with fig and mulberry trees,

and there was a small kitchen-garden at the back. The cook provided an excellent meal for us, to which, after our indifferent breakfast and long ride, we did ample justice. We retired early, hoping to rest, and it was certainly a great comfort to find one's self in a proper bed after the former night's experience. But alas! sleep again seemed out of the question, for the mosquitoes and fleas abounded in myriads, the latter being if anything even more annoying than in the cave at Anakena Cove.

We learned from the natives that the yacht had called at Cook Bay in the morning, and had sent a boat ashore to make inquiries after us.

The following day was thoroughly wet and miserable, the rain coming down in torrents almost without ceasing from morning to night. During the day we learned that the yacht was lying off Vaihou, and we therefore sent a man with a flag to try and attract her attention. I spent the day in finding out all the information which I could glean concerning the resources and the history of the island.

Christianity was introduced here in 1864, previous to which the natives were complete savages, and were said to have been cannibals. Those whom I saw were remarkably fine-looking, and some of the women were almost beautiful. They were of a light copper colour, the elder people being considerably tattooed; the custom, however, has died out, and they do not now tattoo their children. Only a small remnant of the former population now exists on the island, the total number of the inhabitants scarcely exceeding 100. There was no priest, but there were evident traces left of the missionaries' work. The natives attended chapel regularly, and rigidly abstained from work on Sundays, and almost every one possessed a rosary or a crucifix, this being regarded with the greatest veneration. In the absence of a priest one of their number read the prayers every Sunday morning in the chapel. Notwithstanding the reports

which have been circulated by other travellers who have visited the island, there is no doubt whatever that the missionary work has been a great success there; it is entirely owing to the teaching of the priests that the people have become changed from utter savages into decent Christian men and women.

With the exception of the Chilenos, there were only two white men on the island—namely, Allen and a Frenchman. The latter informed me that he had resided for two years in New Caledonia, and from this circumstance, as well as from his personal appearance, I had not the slightest doubt that he was an escaped convict.

On the island were 18,000 head of cattle, of which all but about a thousand were wild; in addition to these there were 20,000 sheep and about 70 horses, the whole belonging to Messrs Salmon and Brander. Most of the natives possessed pigs, geese, turkeys, and poultry, the latter of which were extraordinarily numerous. Fruit and vegetables consisted mainly of bananas, sweet-potatoes, taro, sugar-cane, and figs. I was surprised to see that no grain is cultivated there; the soil was very rich, and evidently well adapted for wheat and barley. Isolated as the island was, it would clearly have been a great advantage for the inhabitants to produce their own flour and to be independent of outside supplies, which, as I was informed, frequently failed them. There were no wild animals upon the island besides the cattle mentioned above, with the exception of cats and rats. The want of water was the great drawback to the island, the wells being all brackish, and the inhabitants depending almost entirely upon the rainfall for their supply. Another disadvantage was the want of a natural harbour. An artificial one could be constructed without much difficulty, but I doubt if there will ever be sufficient traffic to pay for its expense.

The natives could give me no explanation about the erection and object of the stone images. It is certain that they

themselves have never worshipped them, and whether they were regarded as sacred idols or otherwise by the people who originally constructed them is now quite unknown.

The present inhabitants say that they originally came from the westward in two canoes, and that they drifted here by chance. Having landed, they believed that their ancestors made and erected the statues by orders of the king whom they set over themselves.

The man whom I sent to Vaihou in the morning returned about half-past five, reporting that he had seen the yacht, but had failed to attract her attention.

By next morning, Tuesday, August 14, the rain had quite passed away and the weather was beautifully fine. I started after breakfast with Allen to walk to Terano Kau, an extinct volcano, the highest mountain on the island, the summit being about 1338 feet above the sea. The crater was also by far the largest, being 2½ miles in circumference and 700 feet deep; the bottom was filled with water. On the extreme south end of that hill, overlooking the sea, I found the ancient stone houses mentioned by Finlay. They were simply pits of an oblong shape, lined with stones, and roofed over with stones and turf. The entrance was so low and narrow that a person was obliged to crawl in on hands and knees. The interior was generally about five feet high. The majority of these curious dwelling-places were in perfect preservation, but in a few places the roofs had fallen in. I discovered a great number of obsidian spear-heads inside them, and also the remains of a bone-needle. Close by were some large stones rudely carved, the designs being mostly human figures; but so far as I could see, there were no inscriptions, nor could I learn if any existed.

In the afternoon I walked to the point, hoping to make out some sign of the yacht. I could see it nowhere, but on my return to the house I was delighted to find the chief officer and my personal servant, who had walked over from

Anakena Cove. They informed me that they had had an exceedingly rough time of it on board since I had left on the Saturday previous. They had waited at the anchorage as long as they dared, and had sent up rockets to attract our attention before they had sailed out of the bay. Immediately upon hearing their report, I sent a note to the sailing-master ordering him to come round to Cook Bay as soon as possible.

The village at this bay is called by the natives Hanga-roa, and when I visited it on the following day the whole of the population crowded round us and followed us about. I purchased two carved wooden figures and a couple of wooden lizards, which were evidently very old, and which I thought might possibly be identical with those mentioned by Cook in his account of the island. I also obtained from the natives some handsome feather head-dresses, made from the tails of cocks, and which formed part of the native costume before the people became civilised.

On my return I sighted the yacht a long way off, and immediately set about purchasing provisions. Altogether I procured one bullock, seven sheep, three pigs, and forty fowls. The bullocks cost 25 dollars each, the sheep and small pigs 3 dollars, and fowls 4 dollars a dozen. The dollars were Peruvian, and the value of them 2s. 10d. each. The yacht came quite close in at five o'clock; but just as we thought she was about to anchor she tacked, lowered her foresail, and stood out to sea again.

At 6.40 A.M. the next morning, Thursday, August 16, my servant awoke me with the satisfactory intelligence that the yacht was in sight off Cook Bay. I rose at once, and having breakfasted hastily, I walked down to the shore to see if the landing-place was practicable for a boat. There was a great deal of surf on, and Allen suggested that it would be better to embark at Hanga-piko, below Mataveri; we therefore returned to the house, intending to signal the

EASTER ISLAND.

A, Feather head-dress.
B, Ancient wooden figures.
C, Obsidian spear-heads.
D, Wooden fish.

yacht to go round to that point. Shortly afterwards, however, word was brought to us that the lifeboat was coming in, and we therefore at once went down to the landing-place, and succeeded in getting safely off, accompanied by Allen and Mr Brander's cook. Most of the natives came down to the landing-place, and as we pushed off they cheered and waved their hats. The Frenchman presented us with a lamb, and the old cook gave us a dozen fowls and a pig, several of the others also making us presents.

Notwithstanding the disagreeable incident which I have described above, I was greatly interested and pleased with my visit to Easter Island, and I was particularly charmed with the simple unsophisticated character and manners of the natives.

We finally weighed anchor at half-past ten, and at once bore away from the island. A nice fresh breeze sprang up in the afternoon, and we slipped along at a good pace.

CHAPTER XVIII.

LOVELY WEATHER—LOSS OF FOWLS AND LOG-FANS—FATOU-HIVA IN THE MARQUESAS ISLANDS—A FRENCH SETTLEMENT—LUXURIANT VEGETATION—HISTORY OF THE ISLANDS—HIVA-OA—THE CASCO—MR ROBERT LOUIS STEVENSON—THE FRENCH GOVERNMENT AT HIVA-OA—AN EXTRAVAGANT DISH—NUKA-HIVA—A BEAUTIFUL BAY—A REMARKABLE ENGLISHMAN—DEARTH OF CURIOS—RENEWED TROUBLE ON BOARD THE YACHT—AHI ATOLL—RANGIROA ATOLL—P 'NT VENUS—TAHITI.

August 17–September 11, 1888.

We now steered almost due N.W., our next destination being Fatou-hiva in the Marquesas Islands, 1900 miles from Easter Island. For the first few days we were favoured with most delightful and propitious weather; the air was warm, and the sun shone day after day in a cloudless sky. The sea was perfectly smooth, and a fine fresh and fair wind sent us along at intervals at a rate of from eight to ten knots an hour. Every now and then, however, the breeze died away, and for a few hours at a time we made but little progress.

The only incident that occurred for the next five days was the loss of six fowls on the third day out, their heads being bitten off by the pigs, in whose pen we had placed them.

On Wednesday, August 22, after having run nearly 850 miles in six days, the wind came dead aft, and we found

ourselves in the midst of a considerable beam-sea which caused us to roll fearfully. This lasted throughout the whole of that day and through the greater part of the following night. But early the next morning the wind once more came abeam, and favoured by a splendid breeze we went along, with fore and aft sails set, at the rate of from nine to ten knots an hour, running altogether in twenty-four hours 221 miles. We lost two fans belonging to a patent log that day, and we concluded that the lines must have been bitten by a shark.

The heat was now very intense notwithstanding the strong breeze. We were rapidly nearing the equator, and by Monday, August 27, we were in 11° 32″ south latitude. Our distance at noon on that day from Fatou-hiva was 203 miles, and we had every prospect of reaching it next day. In the afternoon, however, we were quite becalmed, and though a light air sprang up towards the evening we did not make above three knots an hour.

At 7 A.M. on the morning of Wednesday, August 29, we sighted Fatou-hiva, at a distance of 45 miles. As we approached the island its appearance became very picturesque; the east side, along which we coasted, being extremely precipitous, and without any possibility of landing. We arrived and anchored in Bon Repos Bay at 4.15 P.M., a little more than thirteen days after leaving Easter Island. The bay was somewhat open, but is safe from all winds except those from the west, which seldom blow at that season of the year. Soon after anchoring we went ashore in the dingy, landing on the rocks which are mentioned by Mr Lambert in the 'Voyage of the Wanderer.'

The island belongs to the French, and the flag of that nation was flying on shore. We were met by the *gendarme* in charge of the station, which is the principal settlement of the island. The *gendarme*, who was accompanied by another Frenchman and several natives, conducted us to

his house, which was neatly built of wood with a verandah round it, the floor of which presented a clean and cool appearance, being constructed of pieces of split bamboo plaited together. After partaking of some refreshment we went for a short stroll, and were much delighted with the look of the place.

The vegetation was luxuriant in the extreme, the valley appearing as one vast forest of palm-trees, intermingled with every kind of tropical fruit—cocoa-nuts, bananas, mangoes, pine-apples, limes, and oranges; together with many other sorts too numerous to mention. The beauty of the scenery was enhanced by a broad grassy road which ran through the valley.

The *gendarme*, who was very courteous in his attentions to us, informed us that the native population of the island numbered about 700.

The Marquesas group consists altogether of twelve islands, with a total area of 489 square miles. They are all of volcanic origin, the highest point among them being 3905 feet above the level of the sea. The south-eastern portion of the group was first discovered by Alvaro Mendaña on July 21, 1591, and received from him the name by which they have been known ever since, in honour of the Marquesa de Mendoza, who was then Viceroy of Peru. The islands were visited by Cook in 1774; the French occupied them in 1843, since which time great progress has been made in their cultivation.

On Thursday, August 30, we went ashore after breakfast and took a long walk along the beautiful grassy road above described, which was made by the French, and extends upwards of two miles along the valley. The scenery was lovely beyond description, the vegetation being even more magnificent than that which we had noticed on the previous day. Pine-apples were planted the whole distance on each side of the road, but unfortunately we were too early

for the fruit, which would not be ripe for another couple of months. The valley was well watered by several streams, and some splendid old banyan-trees were a great feature of the landscape. The two finest of these were in the cemetery, which we visited. This was a tidily kept little place, but there were very few graves in it, the custom of the natives being generally to lay their dead on platforms in the deepest recesses of the woods. The village itself was very prettily situated in a shady grove of palm-trees close to the beach.

The houses, which were not very numerous, were all built of wood, the roofs being thatched, and neat-looking verandahs surrounding them in front. There was a Roman Catholic chapel, in which service was held once a fortnight, the priest residing in Virgins Bay, about four miles north of Bon Repos, where was a school and a mission; but from what I could learn, missionary work in this island had not met with the success which it has had in Easter Island. I was informed that frequently when the priest came over he was unable to get a single person to attend the service. As a matter of fact, the natives are little changed from their condition when the French first landed. So far as outward acts of violence are concerned, they are, of course, prevented from making war upon one another, and cannibalism has virtually disappeared, though I heard that a man had been eaten only two years ago at Hiva-oa.

The French appear to rule with a firm hand, keeping the people usefully employed, and constructing good roads and other public works, by means of native labour. Tattooing is no longer permitted, under penalty of fine and imprisonment, but all the adult natives whom we saw were beautifully and elaborately tattooed, chiefly on their legs, faces, and arms; the patterns were really most artistic, and the execution of the design was remarkably good. Few of the men wore anything but a loin-cloth; the women, however, were dressed in a loose cotton garment closely resembling

those of Easter Island, and most of them I noticed had flowers in their hair.

The natives of the Marquesas are excellent boat-builders; in addition to their canoes they have some capital whale-boats. The canoes are dug out of the trunk of a palm-tree, and fitted with a large log out-rigger on one side. The paddles are neatly made and of peculiar shape, with a short and very broad blade. Fishing is also abundantly practised, and the natives are very expert in the art. They use a curious bait made of mother-of-pearl tipped with hog's bristles—the glitter of this in the water attracting the fish much in the same manner as the spoon which is used in England. Most of the inhabitants of the Marquesas are splended swimmers and divers.

Tattooed leg—Marquesas.

Next morning we got under way at 7.15, taking with us on board a Frenchman to whom I was giving a passage to Tahiti. We were favoured with a fine strong breeze, and shortly after noon we arrived and anchored in Taa-hou-kou harbour, Traitors' Bay, in the island of Hiva-oa. The port is safe and well sheltered, though rather narrow and confined. Here to our surprise we found an American schooner yacht of about 110 tons. After lunching I went off to her, and discovered that she was the Casco, belonging to San Francisco, and chartered by Mr Robert Louis Stevenson, the celebrated novelist, who, accompanied by his mother, wife, and step-son, had come direct from San Francisco to Nuka-hiva, and had

already spent some time in the Marquesas. After remaining a while on board, I returned to the Nyanza, and soon afterwards went on shore. The landing was bad, and we were compelled to beach the boat, in doing which we got a good wetting.

There was only one house in the place, that belonging to Mr K., who was formerly in the 8th Hussars, but who, after selling out and trying to settle in New Zealand, finally took up his quarters here a few years ago. He had a very good house, to which he invited us; but after staying there a short time, we took a walk with him through the valley, which was one mass of cocoa-nut palms. The scenery, however, was not nearly so pretty as at Fatou-hiva, and there was nothing like the same quantity of fruit. The natives appeared to be more civilised, but were by no means so interesting as those of the former place. Curiosities, I was informed, were exceedingly scarce, but Mr K. kindly gave me a pair of ear-ornaments neatly carved in bone. About two miles inland was another valley, where was the principal settlement and the residence of the officials. I did not visit it until the next day, but returned on board before six, as I was expecting the Stevensons to spend the evening with us.

We had a most delightful chat, and they had evidently enjoyed themselves very much in the Marquesas, and were most enthusiastic about the islands and their inhabitants.

The next morning I visited the Casco, which Mr Stevenson kindly offered for my inspection. I found her a vessel of the regular American type, great beam and little depth, provided with a cock-pit and a coach roof extending her whole length, in order to give greater head-room below. Her accommodation was very limited, and she appeared to me more adapted for sailing about San Francisco Bay than for a cruise across the ocean.

At 4 P.M. we went ashore, and rode over to the settlement on some horses which Mr K. had kindly provided for us.

The road was very good, and we were not long in traversing the mile and a half to the so-called Government House. The French Government is here represented by a couple of *gendarmes*, one of whom holds the rank of a *maréchal de logis*. The native houses were smaller than those of Fatouhiva, but there was a remarkably well-built stone chapel served by a French priest, and there were also some Catholic Sisters, one of whom was an Irish girl.

In the evening Mr K. dined with us on board the yacht, and from him I obtained a great deal of information about the country. The chief product of the island was cotton, than which there is no finer grown in the world. It commands in the English market double the price of American cotton; great attention, however, has to be paid to its cultivation, and as the natives are naturally idle and disinclined to work, much difficulty and trouble is experienced thereby. The other export of the island is copra, or dried cocoa-nut, which is much used in the manufacture of fancy soaps. The native population of Hiva-oa numbers altogether about 1200 souls.

The next day was Sunday, and a very hot day it was. At half-past twelve we went ashore to lunch with Mr K. Amongst other things we had fresh-water prawns, which both in appearance and taste could scarcely be distinguished from the salt-water prawns with which we are familiar in England. We also had a salad made from the young green top-shoots of the cocoa-nut palm. This was a most excellent but extravagant dish, as it is necessary to cut the whole tree down in order to make one salad.

Whilst ashore I purchased a head ornament made of an enormous number of porpoise-teeth strung together. I was very pleased at my success in securing this curio, as these head-ornaments are highly valued and very difficult to be obtained.

The next morning, having signalled "Adieu" to the Casco,

we got under way at 7.30, being towed out of the harbour by a whale-boat manned by a native crew which Mr K. thoughtfully sent off to our assistance, there not being sufficient wind to waft us out of the port. At ten o'clock, however, a strong breeze came up, which sent us along at a good speed through the Bordelaise Channel. Shortly before clearing this we were struck by a sharp squall, which nearly carried the square sail away before we could get it in. The breeze lasted well throughout the day, and though there was some sea on we were swept along pleasantly. After sighting Adams and Washington Islands, we arrived at 6 P.M. within ten miles of Nuka-hiva. It was too dark for us to attempt to enter the harbour that night; we therefore put the ship about, and hove to awaiting the daylight.

As soon as it was light we stood in for the island, and before 7.30 A.M. we were safely at anchor in Tai-o-hae harbour, Controller Bay.

At the entrance to the port are two remarkable rocks called the Sentinels, and on passing these we were greatly baffled by the squally and uncertain action of the wind. This was succeeded by a calm, in consequence of which we had to be towed to our anchorage by the lifeboat. The bay is noble and picturesque, with lofty mountains encircling it on all sides so as to shelter it perfectly from the wind, and with houses scattered along the shore embosomed in palm-trees and looking very pretty. There is sufficient depth of water, and the bay is wide enough to accommodate a whole fleet. At the time of our arrival there were two small schooners lying at anchor, one belonging to the Government and the other a trader. The harbour-master boarded us and gave us pratique.

After breakfast I went on shore, but the place seemed very tame and civilised after Fatou-hiva. There were two stores kept by Europeans, several drinking-shops, and a billiard-room dignified by the title of the Hotel International.

The Resident of the Marquesas group resides here; he is, however, under the orders of the governor of Tahiti. A doctor, a commissary, the harbour-master, and a few *gendarmes* are the other representatives of the French element; but there are no longer any troops on the island. The native population of Nuka-hiva is about 900 in number; in addition to these there were about 40 Europeans and Americans, besides a good number of half-castes. One old man whom I met was an Englishman who had resided on the island for forty-two years. His face was tattooed just like a native's, and I have no doubt that if he could have been induced to tell me his history I might have an interesting and curious story to relate. The natives were fully dressed as Europeans in coats, trousers, and shirts, and were much more civilised in appearance than those of Fatou-hiva or Hiva-oa.

There is regular communication between Nuka-hiva and San Francisco by means of a line of sailing-ships, which call there once a-month on their way to and from Tahiti carrying the mails, for which they receive a subsidy from Government. Other vessels of various kinds also frequently call at this port. There is no compulsory pilotage, nor does the harbour light exist which is shown so conspicuously on Imray's chart.

I tried hard to get some curios, but they were extremely scarce and dear, and I only managed to secure a couple of old men's yellow beards, which are considered of great value. They were formerly worn in the head-dress as a kind of plume, the ends being neatly whipped with sennit.

In the evening we went out in the dingy to haul the seine, but only caught about a dozen small fish.

Provisions in this settlement were very dear; sheep cost as much as twenty-five francs apiece, while ducks and fowls were five and three francs a-head respectively. Goats and fowls abound in the nighbourhood in a wild state, but a

licence is required to shoot them, and indeed to carry arms at all.

Next morning, Wednesday, September 5, we got under way at ten o'clock, but the wind was against us, and we were not clear of the harbour till half-past eleven. Once outside, however, we had a fair brisk breeze, and went along a good eight knots an hour.

This morning a little trouble occurred on board, one of the hands grumbling at orders and being insolent to the chief officer. I therefore had the whole crew aft, and told them that if there was any more grumbling or growling I would dismiss them at the next port we put into, for I was determined not to stand any nonsense on their part.

We now made for Tahiti, which lay about 760 miles S.W. of the Marquesas. The weather was still intensely hot, and the wind gentle and light. However, we ran on an average 130 miles a-day until Saturday, September 8, when at 3 P.M. we sighted Ahi atoll, past which we ran at a distance of about six miles off. This island presented a most curious appearance, for the land is nowhere more than about six feet above the sea, and from the deck the palm-trees seemed to be growing out of the water.

The next day we sighted Rangiroa atoll at 10 A.M., and at a quarter-past twelve we were within a mile of the island. We then hove to and lowered the lifeboat, but on getting close to the beach we found a considerable surf running and breaking over coral heads, and we therefore did not deem it prudent to attempt to land. Rangiroa atoll is the largest island in the Low Archipelago, nearly 60 miles in length and densely wooded with cocoa-nut palms. There were two stations on it, one of which belonged to Mr Brander of Easter Island.

Before two o'clock we had continued our course, and soon afterwards sighted Tikahau atoll.

The wind dropped in the evening, and next day it was

nearly a dead calm until 4 P.M. A breeze then sprang up, but unfortunately it was ahead of us.

By Tuesday, September 11, at noon, we had run only 25 miles in the last twenty-four hours. In the afternoon we sighted the mountains of Tahiti, and shortly afterwards discerned the island of Morea. At 9 P.M. we made the light on Point Venus, and at ten o'clock we hove to and waited for daybreak to enter Papeete harbour.

CHAPTER XIX.

PAPEETE—A DISAPPOINTING TOWN, BUT A SPLENDID HARBOUR—THE MOUNTAINS OF MOREA—A GAY AND AMUSING SPECTACLE—I DISMISS MY SERVANT—A MODEST REQUEST—A WONDERFUL CORAL-REEF—THE ARCHIPELAGO OF TAHITI, OR SOCIETY ISLANDS—I ENGAGE A FRENCH STEWARD—EXCURSION THROUGH THE ISLAND—HITIAA—A NATIVE *LEVÉE*—MATAIEA—A PARADISE OF INDOLENCE—THE PLANTATION OF ATIMAVAO—MORE TROUBLE ON BOARD—DISCHARGE OF THE SAILING-MASTER AND COOK—RE-ENGAGEMENT OF THE FORMER.

September 12–18, 1888.

THE next morning the breeze had dropped again, and there was scarcely any wind. Passing Point Venus, we signalled for a pilot, who came off to us about nine o'clock; and his services were very necessary, for the entrance into Papeete harbour is excessively narrow and intricate, with dangerous reefs on either side. Once inside, however, the port is like a fresh-water lake. We landed almost immediately after letting go the anchor, and went to the Hôtel de France for lunch. This is generally considered the better of the only two hotels in Papeete; and though its appearance was decidedly unpretentious, the house seemed clean and the cooking was good. The landlady was a Frenchwoman. As we required a new main-gaff, I went to Messrs Crawfords' store, the largest one in the place, and returned to the yacht accompanied by a shipwright to take the measure for the necessary repairs.

I then landed again, and was conducted by Mr D., the manager of Messrs Crawford, through the town. I was greatly disappointed with the place, the buildings of which were poor and mean and the streets without pavements, though they have high-sounding names and are planted on each side with trees, like boulevards. There were no shops in the ordinary sense of the word, but large general warehouses or stores. The sacred buildings consisted of a moderate-sized Catholic church called the Cathedral, though very plain and unadorned, and a Wesleyan chapel, which looked uncommonly like a barn. The palace of the king was a comfortable-looking villa, but without any appearance of royalty about it. Lady Brassey, in the 'Voyage of the Sunbeam,' mentions the delightful walk along the sea-shore, with the lovely turf sloping down to the water's edge. There was certainly a good sea-road, but when I was there the little grass that there appeared to be on the spot was all burnt up and withered. The splendid harbour is completely protected by the reef which encircles the island, and however stormy the weather may be outside, within it the water is always smooth. The view from the centre of the bay is excessively lovely, the mountains behind Papeete being covered with verdure and the town almost hidden amongst the palm-trees. The distant feature in the picturesque view is the island of Morea, 12 miles away, the mountains of which are cut into sharp peaks and pinnacles which stand out boldly against the sky. After an excellent dinner at the Hôtel de France, I was joined by Mr D. We went into the *place* to hear the band play. A very gay and amusing spectacle presented itself to my eyes, for the natives, who were congregated in large numbers, danced round the bandstand like little children, evidently enjoying themselves to their hearts' content. Most of them were decorated with wreaths of flowers round their heads, which were sold by a number of women grouped together in one corner of the square. The music was pretty,

and the band much better than one might have expected to find in Tahiti.

The next day I had some trouble with my servant, in consequence of which I was obliged to discharge him. My morning was occupied in endeavours to obtain another steward in his place, and in making the arrangements for a three days' expedition round the island. On my return to the yacht I found a missionary on board, who made the modest request that I would take him to Pitcairn Island. He belonged to an American sect, the name of which I cannot remember, but their main principles appeared to be that Sunday should be kept on Saturday. The missionary tried his utmost to palm off a number of books upon me for sale, saying that he was excessively anxious that I should thoroughly understand the principles which he professed. All his blandishments, however, were unfortunately thrown away upon me, and I was stern-hearted enough to refuse his request for a passage. When I had managed to get rid of my importunate visitor, we went in the dingy to visit the reef. This was really a wonderful sight, for the water was only about three feet deep, and the bottom was one mass of coral of all shapes and sizes. Some of the branches were particularly beautiful; moreover, large numbers of gorgeously coloured fish were swimming about amongst the coral-reefs, some of a most brilliant blue and others striped with black and white bars.

In the evening Mr D. dined with us on the yacht, and gave us a good deal of information about the Archipelago of Tahiti. It appears that the group is divided into two portions respectively, the Leeward and Windward Islands. The whole group numbers nine islands in all, and of these Tahiti is by far the largest and most important, and is consequently the seat of Government. It is 35 miles long, and has an area of 600 square miles. It is very mountainous, the highest peak, Mount Orohena, being 7340 feet above the sea, whilst an-

other, Mount Aroai, is only very slightly lower. The island is divided into eighteen districts, each of which is presided over by a municipal council with a native chief as president. According to the census of 1885, the population of the island of Tahiti was 9562, a considerable number of whom were Chinese. The population of Papeete itself was about 5000. The principal exports of Tahiti are copra, pearl-shell, cotton, vanilla, and sugar. The climate is damp and the rainfall great, violent hurricanes being occasionally experienced. The mean temperature for the year is 77°, the maximum being 84° and the minimum 69°; so that the weather may be called decidedly temperate.

The first record that exists of the group being visited was of Pedro Fernandez de Quiros in February 1607, but they were not taken possession of until June 1767, when Wallace in the Dolphin proclaimed them part of the British possessions in the name of George III. The next year Bougainville visited them, and claimed them for France under the title of La Nouvelle Cythère; but the real history of the group dates from the time of Cook, who visited it four times between the years 1769 and 1777. From him they received the name of "Society Islands" in honour of the Royal Society, and by this title they have been known ever since. Bligh, in command of the Bounty, spent five months there in 1778, and Tahiti was revisited by the crew after the memorable mutiny. The first missionaries were a couple of Spanish priests, who landed on the islands in 1774. In 1797 some Protestant missionaries also landed here, but owing to the difficulties which they encountered they left, and no permanent Protestant mission was established till 1812. By the year 1836 these missionaries had obtained so great a hold over the natives that when a few French Catholic priests landed there they were expelled by Queen Pomare, acting under orders from the Protestant missionaries, who were aided and abetted by the British

Consul, a man of the name of Pritchard. In consequence of this proceeding, difficulties arose between the Tahitian Government and France, which resulted in the mission of Admiral du Petit-Thouars to the islands in 1838, for the purpose of negotiating a treaty providing for the right of all Frenchmen, whatever might be their profession, to settle in the islands. The official account as given by the French describes the negotiations thus: "King Pomare IV. and his principal ministers requested France to take the island under her protection, and this was provisionally agreed to by the Admiral on September 9, 1842, the protectorate being ratified by Louis Philippe on March 5, 1843." The island from that date remained theoretically independent, but practically under French control, till June 29, 1880, when King Pomare V. resigned his entire rights over his possessions in consideration of an ample annuity; and on 30th December following, the annexation was ratified by the Chambers, Tahiti thus becoming a French colony. This has without doubt been to the advantage of the group, for Tahiti is governed well and justly, and the natives are treated kindly. They are, however, exceedingly lazy, and great difficulty is experienced in obtaining labour for the due cultivation of the land. It is also by no means easy for any Frenchman to purchase property there, for the natives are extremely averse to selling real estate.

The British Consul at Papeete, Captain T., was formerly in the 14th Hussars. I found him a very pleasant and affable companion. His wife and children had returned to England, and he was hoping to follow them shortly. From his account, the country was anything but agreeable to live in, and with the exception of the band, which played twice a-week, there were absolutely no amusements from one year's end to the other. There were, however, two clubs; one exclusively for the use of French military and naval officers, the second chiefly supported by Americans and Europeans. Two com-

panies of infanterie de marine and a battery of artillery were quartered at Papeete.

The third day after my arrival at Papeete I engaged a French steward named Julian Rapardzig. He was a native of Réunion, and was recommended by Messrs Crawford.

On Sunday, September 16, we started at 7.15 A.M. for our drive through the island. The carriage was a comfortable conveyance, roofed over but open at the sides, capable of holding three besides the driver, and drawn by a pair of sturdy little horses; our coachman was a native. For the first eight miles after leaving Papeete the road was fairly good, but afterwards it became rough and narrow. During the whole distance it ran parallel to the sea and close by the shore, in some places cut out of the side of the cliff, with a deep precipice below. As a rule I am by no means nervous when driven, but I confess to a feeling of relief and satisfaction when we had safely passed those portions of the road; for if the horses had chanced to shy, there would have been nothing to prevent our being hurled down on to the rocks below. The scenery was sublime and entrancing. Sometimes we were passing through a dense tropical forest composed of palm, bread-fruit, banana, Pandanus, and many other trees which were quite unfamiliar to me, whilst at other times our road skirted lovely calm bays with sandy beaches, glimpses of pretty native villages bowered amongst trees being presented to our view. At nine o'clock we halted for breakfast, of which we partook under the shade of a huge tree.

We reached Hitiaa, our first day's destination, at 2 P.M. the country during the latter part of our journey having been well watered by numerous streams, which in the rainy season become dangerous torrents. There were no bridges throughout the whole route, in consequence of which at those seasons of the year Hitiaa is completely cut off from any connection with Papeete. The former is a large native

village with a Protestant church, from which the congregation was streaming out as we drove past. The women were attired in bright cotton dresses, and looked neat and clean. We were accommodated with a night's lodging in a native-built house, the sides of which were constructed of canes, through which light and air penetrated. The roof was

View in Tahiti.

thatched with Pandanus leaves, and mats made of sugar-cane covered the floor. The whole house consisted merely of one large room, at each end of which, on a raised dais, were three beds. Unfortunately the rain commenced to fall immediately after our arrival, and it continued to pour without interruption during the rest of the day. We braved the elements, however, and took a short stroll in the afternoon. There

TAHITI AND SOCIETY GROUP.

A, Stone pestles.
B, Mother-of-pearl fish-hook.
C, Wooden stand for crushing bread-fruit on with the stone pestles.

was not much to see, the principal objects of interest being a number of canoes which were drawn up on the beach. These were similar to those which we had already seen both in the Marquesas and at Papeete—that is to say, hollowed out of the trunk of the cocoa-nut palm, and fitted with a large log outrigger. Curiosities were scarce, but I managed to secure three stone axes, a stone pestle for crushing bread-fruit, and the wooden stand which is used with it. Our evening meal was cooked in native fashion in an oven in the ground, and it was really very good. After dinner we held quite a *levée* of natives, who came in crowds asking a great many questions about the royal family of Great Britain, and especially about the Duke of Edinburgh, who, they remembered, visited Tahiti some years before in the Galatea.

The next morning was fine, and we started at 8 A.M., our way lying over an exceedingly bad road, so overgrown by vegetation as to be hardly discernible. Several times we were obliged to leave it altogether, and drive along the beach and even through the sea. At half-past ten we stopped to rest the horses and to partake of breakfast; but we were so tormented by sand-flies and mosquitoes that we lost no time in resuming our journey. At half-past twelve we reached Taravao, where was a small fortified barrack, at present out of use. From this point the road improved considerably, being planted for a long distance on each side with lemon-trees, the first which I had seen on the island. In a bay close to Taravao the French despatch-vessel Vire was lying, being stationed there for the purpose of making a survey with a view to the construction of a dock which the authorities had in view. The road now crossed several wide though shallow arms of the sea, and was laid on a substantial stone causeway. We passed several native villages and crossed a great number of small rivers, most of which were bridged over.

Shortly before two o'clock we arrived at Mataiea, where we intended to spend the night. This was a much smaller place than Hitiaa, but the houses appeared far superior, the one in which we lodged being provided with several comfortable rooms. Moreover, we got a much better dinner there than we had had the night before. The *gendarme* in charge of the station came to visit us in the afternoon, and remained a long time in interesting conversation. He had evidently a very poor opinion of the natives, who, according to his account, were invariably lazy and good for nothing. It can scarcely, however, be considered a matter of surprise that the natives in these islands are disinclined to work, for money is no object to them, and they can live upon almost nothing. The houses which they construct are simple edifices, eminently adapted to the climate and exactly suited to their requirements; the canes with which they are built are cut in the bush, and the Pandanus leaves with which the roofs are thatched are procured without labour or difficulty. The cocoa-nut palm supplies them with food and drink, and if they choose they can even manufacture an intoxicating liquor from it. Fish are to be caught in the sea in marvellous abundance, the bread-fruit tree gives them bread, and from their bark they make the cloth which is used for their apparel. What more can they want? It seems, when we think about it, only natural that, lavishly supplied as they are by nature with everything that they require, and being laid under no necessity for exertion on their part, they should be disinclined for manual labour. Indeed, it appears to me extremely probable that the most energetic and laborious Europeans, who had hitherto been obliged to work hard for their living, would, if placed in similar circumstances, soon become as indolent and averse to labour as the natives themselves.

Rain fell hard all night, and it had not ceased when we started on our way at 7.30 next morning. The character of

the country through which we now passed was entirely different from that which we had hitherto traversed, and the road was really excellent. There was no more forest, but we passed through several cotton and sugar plantations, and over grassy meadows dotted about with palm-trees. The principal plantation which we saw was that of Atimavao, formerly managed by the late Mr Stewart. This was the celebrated plantation which excited so much attention in the American and Australian papers a few years ago. With Mr S.'s death the care and prosperity disappeared, and at the time of my visit the place was rapidly going to ruin. At half-past nine, when we stopped to change horses, the rain ceased and the sun came out. The last part of our drive was exceedingly enjoyable, and we reached Papeete just after noon. Our little excursion had been thoroughly delightful, but three days was quite enough to spend over it. We had been told that we ought to allow four days, but with good changes of horses it could, as a matter of fact, be accomplished with ease and enjoyment in two.

Immediately on our arrival at Papeete, we went off to the yacht, where, to my great annoyance, I was met by the German cook with a couple of black eyes, who informed me that he had been knocked down by the chief officer. I sent for the sailing-master, but he was not on board. In about twenty minutes he came off very much the worse for drink, and when I spoke to him about the cook, he was exceedingly insolent and could scarcely speak coherently. I therefore told him that I should take him before the Consul in the morning and discharge him. The conduct of the men in general upon the occasion was anything but satisfactory; for though none of them could fail to see the state in which the sailing-master was, I could not induce one of them to testify that he was drunk. The sailmaker was the only one who would go the length of saying that he thought that perhaps he might have had a glass. I really do not believe that a

Highlander considers a man drunk until he has lost all power of locomotion and speech. I went ashore and told Mr D. about the unpleasant occurrence, and he replied that he was not at all surprised, for he knew that the sailing-master had been on shore drinking hard for the last three days. He promised to find me a substitute if possible, but he was very doubtful about being successful. On my return to the yacht I sent for the chief officer and the cook, and did my best to settle the matter. The cook, however, refused to listen to any explanations, and insisted upon having the whole affair out before the Consul. Accordingly, next morning at half-past nine I went to the Consulate, having previously ordered the sailing-master, chief officer, and cook to meet me there.

The case of the former was settled first, proceedings being very short and summary. I proved without difficulty, to the satisfaction of the Consul, that the man had been both drunk and insolent, and that in consequence of the terms of our agreement I was entitled to discharge him summarily. To this the Consul immediately gave his sanction, but the man refused either to sign off or to take his money. I therefore deposited the money with Captain T., the Consul, who endorsed the articles.

As soon as this matter was settled, we sent for the cook to hear his version of the fray in which he had been mixed up. He refused, however, to enter into the subject, merely saying that he wished for his discharge, which accordingly I agreed to let him have; he therefore received his pay and signed off. The rest of the day was spent in making inquiries for a new sailing-master and cook; but after interviewing several skippers, I could find no one that would suit me.

Having dined with Captain T. in the evening, I returned on board at nine o'clock. To my surprise I found my late sailing-master in his cabin. I told him that he was no

longer my servant, that he had nothing to do with the yacht, and that he must go ashore immediately. But having now become sober and penitent, and alive to the consciousness of the fool that he had made of himself, he apologised humbly and sincerely for what he had done, begging me earnestly to overlook the matter, and saying that he had nowhere to lay his head, and that it was hard to be turned adrift with only £11 in his possession, and with no means to get back to England. As he was evidently heartily ashamed of himself, and sorry for his conduct, I consented to forgive him upon his promising me that nothing of the sort should ever occur again. We shook hands, and I wished him good-night. I discovered afterwards that the man was after all not so much himself to blame, as he had been led astray by my late servant whom I had discharged a few days before. I must confess, also, that I was relieved at being able to arrange the matter thus; for if he had left, my only course would have been to have sailed direct for New Zealand, as I could not have procured another sailing-master nearer, and this would have upset all my plans.

CHAPTER XX.

MAIL COMMUNICATION BETWEEN TAHITI AND SAN FRANCISCO—VEXATIONS AND DELAYS—THE CATHOLIC BISHOP OF TAHITI—DEATH OF THE KING'S BROTHER—FATHER COLLETTE—FAREWELL TO TAHITI—A GOOD DAY'S RUN—THE SAMOAN GROUP OF ISLANDS—PAGOPAGO—FATHER FORESTIER—A WAR-CANOE—THE FRENCH CATHOLIC MISSION—AN INTERESTING VISIT—NATIVE FISHING—CURIO-HUNTING—APIA—FATHER REMÉ—THE CIVIL WAR IN SAMOA—H.M.S. CALLIOPE—A TROPICAL RAIN—HIGH-HANDED ACTION OF GERMANS IN SAMOA—DEPARTURE FROM APIA.

September 19–October 9, 1888.

THE City of Papeete sailed from the island on September 19. She was one of the three vessels that kept up regular communication between Tahiti, the Marquesas, and San Francisco. They are sailing barques of about 370 tons, performing the voyage from Papeete to San Francisco in from thirty to forty days, and receiving from the French Government an annual subsidy of 75,000 francs for carrying the mails.

The following day we spent in thoroughly going over the stores and wine, and I was exceedingly annoyed to find that though I had started from England with sufficient stock and wine to last for three years, there was apparently only enough left to take us to San Francisco. There was now no doubt that my late servant had thoroughly taken advantage of the great trust I had reposed in him, and that

he had been helping himself extensively to my wine throughout the whole voyage. I had a great deal of difficulty about a new cook, and was much tempted to take back the one who had just signed off. He was very anxious for me to do so, but I felt that after what had occurred it would be risky for me to engage him again; and I therefore told him that I had given him several chances of staying, which he had refused, and it was then too late to change his mind. This, and the necessity for replacing the wasted stores on board, occupied my attention for several days, and delayed my departure from Tahiti.

Meanwhile, one afternoon I called on the Catholic Bishop, whom I found a pleasant, aristocratic-looking man, forty-two years of age. He had only been in Tahiti for two years, and the old Bishop whom he succeeded was still alive in retirement. Being a bishop *in partibus infidelium*, he was not recognised by the Government, and received no Government salary. His name and title were Monseigneur Joseph Verdier, Bishop of Mégare and Vicar Apostolic of Tahiti. His house was pretty, and conveniently situated in the grounds of the Catholic mission. The priest in charge of the cathedral, Father Collette, upon whom I also called, was under Government recognition, and received a salary of $50 a-month, which was equivalent to about £100 a-year.

The brother of the king died and was buried whilst we were at Papeete,—the funeral being performed with royal honours, and a salute being fired from a battery.

The gunboat Scorpion arrived in the harbour on the morning of Saturday, September 22, and the Vire despatch-vessel also came in the same afternoon. The former was a pretty-looking little vessel of 475 tons, and powerfully armed for her size, carrying two 5½-inch and two 4-inch guns. She was under orders to return to France. I had made all arrangements for sailing on the morrow, wind and weather permitting, and having been unable to find a cook, I had

made up my mind to start without one. When all preparations had been made, I was informed that there was a local regulation requiring all vessels, including men-of-war, to give twenty-four hours' notice to the postal authorities before they left, in order that, if necessary, they might send a mail by them.

We were therefore unable to leave before Monday, the 24th, and I spent the intervening Sunday in attending Mass in the morning at the cathedral, and entertaining Father Collette on board the yacht through the whole of the afternoon. He was a charming old gentleman, with the courteous manners of the *ancien régime*. He had been thirty-four years on the island, and he told me that he never expected nor desired to leave it again, and that his tomb had already been prepared for him. He was delighted with the yacht, and took an intelligent interest in seeing over it.

The morning of the 24th proved absolutely calm, and though the wind got up in the afternoon, it blew straight in, so that, after all, we were unable to leave that day.

In settling up accounts the harbour-master was good enough to waive all claim to dues, and charge us only the same rate of pilotage as a foreign gunboat. We dined with Mr D. at the Hôtel de France, and he came on board afterwards to bid us farewell. On parting, he kindly presented me with a dozen pairs of pearl shells, besides other varieties, and also a sample of vanilla. The pilot came off at 7 A.M. of Tuesday, September 25, and shortly afterwards we got under way. We were helped along with a good fresh breeze at first, but it gradually fell off, and we were becalmed several times during the day. The weather was dull, cloudy, and showery, and we did not see the sun for the whole of the day. We were now bound for the Samoa Islands, 1300 miles W.N.W. of us. During the first four days the wind, though aft, was generally light, and at times the sails flapped about without doing much work. The rolling of the sea

was very heavy almost the whole time, and I do not think I have ever known the yacht roll about so disagreeably before. We made, however, very fair progress, running on an average about 140 miles a-day. On Sunday, September 30, we were favoured by a very strong breeze; the consequence was that the day's run was the best we had yet made since starting on our voyage, beating the previous record by eight miles. On taking observations at noon we found that we had run 252 miles in the last twenty-four hours. The ship, however, continued to roll so heavily that it was impossible to hold divine service that day.

Monday, October 1, was much calmer, and a heavy shower of rain which fell in the afternoon made the air quite fresh and agreeable. There was a good breeze all the morning, but it dropped considerably in the evening. We ran, however, 204 miles. A great pet on board died that day. It was the second of two tame rabbits which we had got at Speedwell Island in the previous December. It had somehow sustained an injury to its mouth, which was evidently the cause of death. We had hoped to take it safely home, and every one was sorry that the poor little thing died.

At eleven the next morning, Rose Island, the first of the Samoan group, was sighted from the mast-head. Then Manua came into view, and we were abreast of it at 10.30 P.M.

The Samoan group is composed of thirteen islands, three only of which are of any importance. The largest is Savaii, which has an area of 700 square miles; Upolu, the next in size, and 500 square miles, is really the principal island, and contains the capital where the king resides. The group was first discovered by Bougainville, who called it Les Iles des Navigateurs on account of the skill with which the natives managed their canoes.

A good breeze lasted all night, and at daybreak next morning we saw the island of Tutuila; its hills thickly

wooded to their summits, and numerous villages situated on the shore. We anchored in Pagopago harbour at noon—an excellent port, completely landlocked, and sheltered from all wind. Its length is nearly three miles, from the entrance to the village of Pago at its head, from which we anchored at about one mile distant. The scenery was very beautiful, and the vegetation luxuriant in the extreme. The hills on all sides of the bay were one mass of foliage; there were also signs of life and prosperity all around the shore, houses and villages appearing everywhere. The harbour seemed thickly populated, and we were inundated with visitors; our arrival attracted quite a fleet of canoes. The natives were a fine set of men, the majority of whom understood and spoke a little English. The men were tattooed on their sides, thighs, and body, some of the patterns being very elaborate, and they had a curious fashion of dressing their hair, which was plastered over with wet lime, giving their heads the appearance of a fashionable London footman. The women were much more simple in their appearance, and contented themselves with a few tattoo-marks on their arms. After

Native girl—Samoa.

lunching we went ashore to a small village opposite to which we were lying. It contained about a couple of dozen houses, a few canoe-sheds, and a disused Independent church. The houses were quite different in their construction from any that we had seen elsewhere. Some were circular and others oval, and they were formed by stout posts driven into the ground several feet apart, mats being hung around the sides. The roofs were thatched, and the flooring was composed of small stones firmly beaten down until they had become smooth and level. Most of the houses were provided with two circular fireplaces in the centre, around which mats were spread. The natives were very friendly and communicative, pressing me to enter their houses and sit down. I bought in one place a piece of tappa prettily stamped in colours, and in another a couple of wooden spears. The tappa is made from the pith of the bread-fruit tree, and is used for bed-covers and wrappers.

Soon after our return to the yacht, Father Forestier, a French missionary, came off and called upon us. He was an agreeable man, courteous and hospitable, and he invited us to visit his mission on the following day. At 5 P.M. we went in the launch to Pagopago. This was nothing more than a village not much larger than one we had previously seen, the houses being of similar construction. As we were returning to the boat, we saw a large war-canoe entering the port, and we therefore waited till it was beached, when I examined it. It had two hulls, joined together by transverse beams, and was decked over. A small house stood on the deck, and the canoe was provided with one enormous sail made of matting. No nails were used in its construction, everything being fastened together with cocoa-nut fibre. The total length of the canoe was about 40 feet, and there was an old iron gun in the bows. On returning to the yacht I found her deck swarming with natives, many of whom had brought off curiosities for sale,—the principal being beauti-

fully carved war-clubs of different patterns, and apparently very old. Several of these I purchased.

The French Catholic Mission, presided over by Father Forestier, which we visited on the following morning, was situated about half-way up the harbour, and consisted of one house built in European style, one room being fitted up and used as a chapel. A few native houses around the mission-house were used as schoolrooms, dormitories, &c. The Mission was supported by the Society for the Propagation of the Faith, who paid the priest the magnificent sum of 200 dollars, about equivalent to £33 sterling a-year. On this miserable pittance the priest had to live his lonely life amongst the natives, scarcely ever seeing a European, and without even the hope of returning to Europe to cheer him; for unless his health was so completely broken down as to totally unfit him to perform his duties, it is an understood thing in the Catholic Church that a mission priest is to live and die amongst the people whom he has undertaken to Christianise. I condoled with Father Forestier on the exceedingly small sum that he received, when in the simplest tones, and without affectation, he replied, "C'est assez. Le bon Dieu nous aidera." It would have been impossible for any one, however Protestant he might have been, not to admire the courage and devotion shown by the priest, who, after all, was one of a great number of a similar type scattered throughout the world.

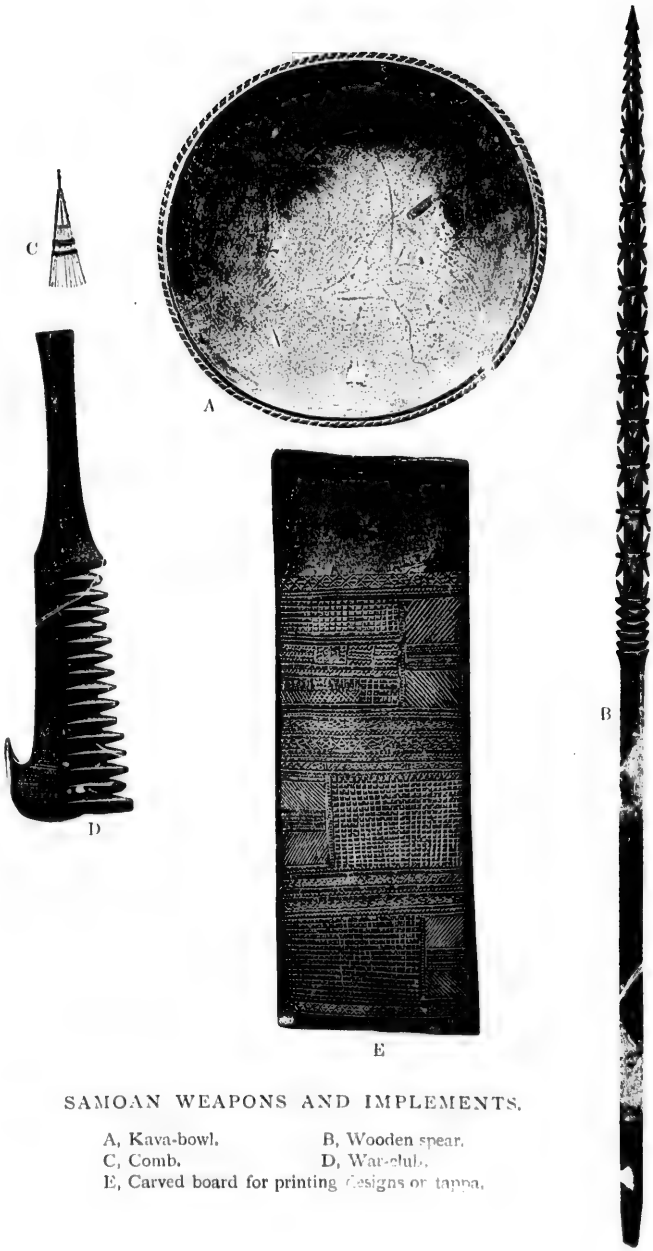
It was low water when we attempted to land, and we were compelled to go a mile farther down, and walk to the mission-house through the woods. After a short conversation with Father Forestier we accompanied him to the schoolroom. No sooner were we seated than a procession of children and a few grown-up people appeared, all decorated with wreaths of flowers and leaves, and every one carrying something in his hand, either a mat, or fruit, or pieces of tappa, or some offering, while two men were

dragging a fowl each by a piece of string tied to its leg. They filed into the schoolroom one by one, and as they passed in front of us they laid these offerings at our feet. After this they all sat down in a circle, and an old man made a speech in the Samoan language. The burden of this, as interpreted to us by Father Forestier, was that they welcomed us, and begged us to honour them by accepting their presents, and that they hoped we would have a prosperous voyage when we left. In reply I made a short speech, which was translated by the Father, after which singing commenced. The songs, which of course were in the native tongue, were accompanied with much swaying of the body and limbs, in which all kept time together as perfectly as any *troupe* of ballet-dancers in England. They concluded with the hymn *Tantum ergo* in Latin, before singing which they carefully removed all their flowers and decorations. The singing was delightfully simple, earnest, and impressive; and we were all much pleased with what we saw and heard. There was no regular church at the mission as yet; but Father Forestier had begun to build one, being his own carpenter, architect, and in a great measure his own workman. There is no doubt that in this and similar islands the Catholic mission meets with far greater success than those of the Protestant communities; and the principal reason for this, I believe, is, that the priests do not interfere with the innocent amusements of the natives, and do not impose any petty and vexatious regulations upon them; whereas, in most of the islands which are strongholds of Protestantism, dancing, however harmless, is strictly forbidden, and smoking is preached against as a deadly sin. I have even known natives to be prohibited from bathing on Sundays; and in some cases the converts are expected to provide themselves with shoddy European garments purchased at the mission store.

At three o'clock in the afternoon we received a visit

from a Mormon missionary, who came to beg for milk and groceries for a baby of his who was sick. We supplied him with all that he required, and he went away very grateful. At four o'clock Father Forestier came on board to tea accompanied by thirty of his mission children. They all appeared to enjoy themselves heartily, and especially did ample justice to their tea, to judge from the amount of bread and jam which they consumed. Afterwards, to the great delight of the sailors, they sang a number of songs similar to those which we had heard and witnessed in the morning. It is certainly a very unfortunate thing for the natives the introduction of Mormon missionaries; it is more than sufficient that there should already be both Independents and Catholics on these small islands, without another sect coming to make further dissension. The French and Belgian missionary priests are a devoted body of men, gentlemen by birth—at least, all those I have met—who have freely given up, without hope of reward in this world, everything that can make life worth living, and who simply live for the sake of doing good to others. The Protestant missionaries, on the contrary, who usually belong to some obscure sect, are men from a lower class of life, not particularly well educated, and who generally have an eye to the main chance —in short, in many cases they are traders first and missionaries afterwards.

Heavy rain fell during the night, and the following morning it was blowing half a gale. It was therefore impossible to sail, and we went on shore for a short time before lunch to watch the natives fishing. They used a sort of seine, but instead of being a twine net, it was composed of quantities of dried leaves and rushes strung closely together on a cord. Although it appeared a strange-looking article it evidently answered its purpose well, for when it was hauled ashore it contained a vast number of small fish closely resembling sprats. I was informed of a curious fact—namely, that



SAMOAN WEAPONS AND IMPLEMENTS.

A, Kava-bowl. B, Wooden spear.
C, Comb. D, War-club.
E, Carved board for printing designs on tapa.

during the last eighteen months some poisonous disease had appeared amongst the fish, in consequence of which several deaths had occurred amongst the natives after eating them, although before that time they had been perfectly wholesome. After lunch I saw a turtle swimming about at a distance of forty yards from the yacht. I fired at it with a Martini-Henry rifle, and the bullet passed through its neck. A native immediately paddled off to it, dived, turned it on its back, and brought it on board. It was not very large, but its shell was exceedingly handsome. In the afternoon I again visited the village of Pagopago, where I bought several curious antique clubs, baskets, a handsome kava-bowl, some fish-hooks resembling those which I had obtained in the Marquesas and at Tahiti, except that they were smaller and that the barb was made of tortoise-shell instead of bone. This was the best place I had yet visited for curiosities, though the natives were fully aware of their value. We were now almost exactly twelve hours different in time from England, and although Samoa is in west longitude, the people keep the same day of the week as if they were on the other side of the 180° meridian. They were therefore one day ahead of us; it being Friday according to our reckoning, and Saturday according to theirs.

The wind moderated during the afternoon and evening, and as next morning it was blowing straight in, it took some time to beat out against it. We got under way at 8 A.M., and managed to clear the harbour. Once outside we found ourselves a good deal knocked about by the tossing sea, but there was a nice fresh breeze on, which, however, soon dropped after we had cleared the S.E. point of the island. From that time until 4 P.M. we did not do more than two knots an hour; but the wind then freshened, and we soon sighted the island of Upolu. I had given a native a passage to Apia, and he employed himself all the afternoon in clean-

ing and polishing my turtle-shell. At 9.20 P.M. we hove to to wait for daylight.

At daybreak next morning we found ourselves five miles off the island, and by 8 A.M. we were safely at anchor in Apia harbour. We had taken a pilot on board going in, though there was really no occasion for us to do so, the entrance being quite simple and without any difficulties. In the port we found H.M.S. Calliope and Lizard, the former flying the flag of Rear-Admiral Fairfax, C.B., commander-in-chief of the Australian station. Besides these the U.S.S. Adams and the German gunboat Adler were also lying in the harbour. As soon as we anchored we were boarded by an officer from the Calliope, who had been sent by the Admiral to make inquiries about us and to offer us any assistance in his power. At ten o'clock I landed, taking with me some letters with which I had been intrusted by Father Forestier for the Catholic Mission. Father Remé, the priest in charge, received me cordially. I found him an affable and gentlemanly man. The Catholic Church was a neat little edifice in the centre of Apia, which simply consisted of a line of houses straggling along the shore. On leaving Father Remé I went to call on Colonel de C., the British Consul, also Deputy Commissioner for the Western Pacific. He was a retired officer, and had served both in the English and Egyptian forces, having also been with Gordon on the Nile. At the time of my visit he had only been in office at Samoa a month. After lunching on board I called on the Admiral and officers of the Calliope and Lizard: the captain of the latter supplied me with a great deal of useful information about the New Hebrides. Afterwards I steamed round the harbour in the launch; but it was not a good place for boating about in, as it was very full of reefs. In the evening I dined and passed a most delightful few hours at the British Consulate.

The civil war in the Samoas was then at its height. It

appeared from what I could learn that the Germans were chiefly responsible for this. For some time past they had been interfering greatly with the internal affairs of the islands, and had at length deposed the native ruler, King Malietoa, sending him as a State prisoner to the Marshal Islands, and setting up in his place a chief of their own choosing who was named Tamasese. The majority of the natives, including the principal chiefs, had naturally refused to recognise this arrangement, resenting foreign interference in their domestic affairs; they had accordingly elected a man named Mataafa as their king, upon which both parties declared war against the other. The adherents of Tamasese were numerically the smaller of the two, and at the time of our visit they were intrenched at one end of the town under the protection of the guns of the Adler, who had also landed her marines to strengthen them. The followers of Mataafa were encamped at the other end, the distance between the two forces being somewhere about three miles. Several small encounters had already taken place, and a few people had been killed on both sides. Had it not been for the protection afforded by the German ship, Tamasese's party would have been annihilated long since. But Mataafa did not dare to attack their stronghold, as the Adler had threatened to open fire upon him.

A tropical torrent of rain poured down the whole of the next morning up to noon, when the sky suddenly cleared and the rest of the day was fine. The rain was certainly the heaviest we had seen for a long time, and we almost filled our tanks with it. At two o'clock an excitement was caused both to those on shore and to us on our vessels as Tamasese's people went in their canoes to attack Mataafa's position. They did not venture to land, however, but kept up a brisk fire for about half an hour from behind a reef. So far as we could judge there were no casualties on either side, the range being too great, though both parties were well supplied with

good breech-loading rifles. In the evening I dined with the Admiral on the Calliope, meeting there some of the officers from the American man-of-war Adams, and also a few civilians. The Admiral had just negotiated a treaty by which Tamasese and Mataafa had bound themselves to regard the town and a certain distance around it as neutral ground, and had agreed to allow no firing within these lim s. This treaty had become very necessary, for several accidents had already occurred. One Englishman had been shot dead about a month before, and several bullets had been lodged in the Consulate and neighbouring houses. That very afternoon two bullets entered the pilot's house. The sympathies of the English and Americans were entirely with Mataafa, and all on board the Calliope whom I met at dinner agreed in thinking that the Germans had acted in an unjustifiably high-handed manner in deposing one king and setting up another contrary to the wish of the great majority of the natives. The Prime Minister was simply a tool of Germany, and had been the main instrument used for the change which had been wrought, in consequence of which he was exceedingly unpopular. His name was Brandeis.

At half-past one next afternoon, Tuesday, October 9, having paid farewell calls in the morning at the Consulate and on the men-of-war, and having laid in some provisions from M'Arthur's store, we weighed our anchor and set sail for Tongatabu, with a native on board to whom I was giving a passage.

CHAPTER XXI.

A RAPID PASSAGE TO TONGATABU—EOA ISLAND—NIUKALOFA—H.M.S. EGERIA—THE FRIENDLY ISLANDS—MUA—"THE EMERALD ISLE OF THE PACIFIC"—TUGI—A NATIVE DRINK—KALUGA—AN ENORMOUS CAVE—A WONDERFUL COLLECTION OF CURIOSITIES—POLITICAL AFFAIRS IN TONGA—A STRONG GALE—WE LEAVE TONGA—BOUND FOR FIJI—THE 180° MERIDIAN—A SUCCESSION OF ISLANDS—VITI LEVU—WE ANCHOR IN SUVA HARBOUR.

October 10–23, 1888.

FAVOURED by a tolerably fair wind, though the weather was thick and rain falling at intervals, we accomplished the 560 miles between Apia and Tongatabu in four and a half days. The poor unfortunate Samoan native was terribly sea-sick the whole time, and did not once leave the quarters which he had taken up in the launch from the time of sailing until he reached the harbour.

The island of Eoa was sighted at half-past five in the afternoon of Saturday, October 13, and at half-past six the following morning we bore up for Tongatabu. The appearance of Eoa island from the deck of our yacht was quite different from anything that we had lately seen. The country seemed to be all bright green turf without any trees; and notwithstanding the want of these, the landscape was very picturesque. We hove to off Eoajii island in the hope of picking up a pilot, but as none came off we were compelled to proceed alone. The channel abounded with

reefs, and was exceedingly difficult and dangerous; but fortunately we had an excellent chart of it on a large scale, and when we had passed the worst places a native pilot appeared, whom we took on board.

We arrived and anchored in Niukalofa harbour at a quarter-past 8 A.M. There we found H.M.S. Egeria, as also the Richmond, a small steamer which we had met at Tahiti. Captain A. of the Egeria called soon after we had anchored, and invited us to spend the afternoon on board his ship. He had been at Tongatabu for four months, the ship being engaged on a special survey. At noon we landed at a very good stone mole which runs out some 500 yards from the shore. The town of Niukalofa, though small, is clean, and contrasts most favourably with those of the other islands which we had lately visited. The ground is very level, the highest point on the island not rising more than 60 feet above the sea. Where the vegetation has been cleared away, the island is everywhere covered with beautiful green turf. The houses are dotted about without regard to regularity, which certainly adds to their effect. There were several European houses to be seen, though most of them were built in the native fashion. A custom-house and Government offices faced the sea, being simply plain wooden buildings. The king's palace is a pretty-looking wooden villa, standing in a garden well laid out with flowers and shrubs. Beside it was a chapel, which was by far the most imposing building in Niukalofa, though also constructed of wood; it had two neat towers. The appearance of the place on the whole was decidedly prepossessing, and I returned to my yacht much pleased with my first impressions of it.

In the afternoon we went, according to invitation, on board H.M.S. Egeria, where we had the pleasure of meeting the captain's wife. At the conclusion of our visit there we again went ashore, and walked first to a church standing

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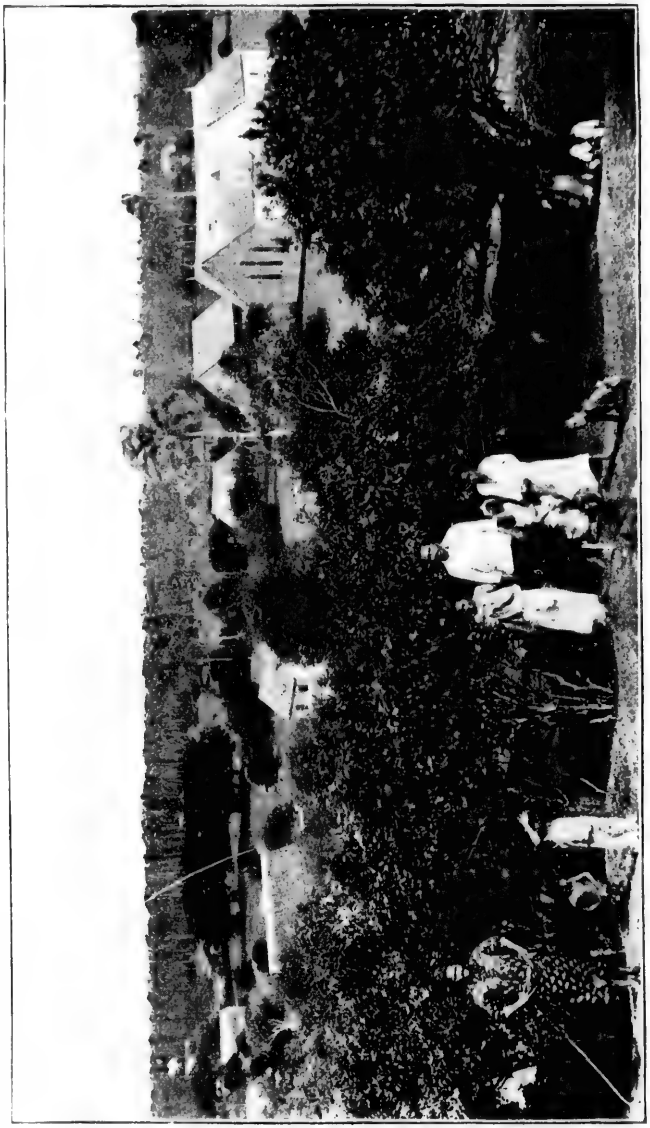

NIUKALOFA, TONGATABU.

on a knoll above the town, where was a memorial which had been erected to the memory of Captain Croker, R.N., who was killed at the stockade of Bea whilst attempting to carry it by assault. From the summit of this knoll, of which I have already spoken as the highest point of the island, I obtained a fine view of the town and the surrounding country. I then called on Mr L., British Vice-Consul, also a Deputy Commissioner for the Western Pacific. His house, which is of native construction, has already been described by Mr Lambert in his 'Voyage of the Wanderer.'

The group of islands, of which there are thirty-two inhabited, were discovered by Tasman in 1643, and were given their present name of Friendly Islands by Cook. Tongatabu, the principal island, is 23 miles long and 6 miles broad, having an area of 128 square miles. The climate is mild and damp, the average temperature being 76°, and earthquakes are frequent. The chief exports are copra, sugar, coffee, and cotton,—the total value in 1888 being £66,473. The imports during the same year amounted to £48,736. The population, which was at one time estimated at nearly 50,000, had diminished in 1884 to 22,937. The whole group was united under one sovereign in the early part of the nineteenth century, and a constitutional Government was formed in 1862. The treaty signed at Berlin between England and Germany in 1886, provides for the neutrality of this little kingdom.

Early next morning I started in my launch, accompanied by the head pilot, whose name was Friday, to visit Mua, the old capital of the island. The sea was choppy, and we took over us a great deal of spray. A strong tide, moreover, was running out of the lagoon, and it was as much as the launch could do to make head against it. We reached Mua at a quarter to nine, and found ourselves in a pretty spot, the ground being everywhere covered with bright grassy turf, with fine old trees scattered about, reminding one very

much of an English park. So green does this island of Tongatabu appear, that it might justly be entitled "The Emerald Isle of the Pacific."

Our first business was to go and pay our respects to the chief, whose name was Tugi. He is the head chief of the island, and ranks next to the king. Tugi was an immensely stout man, weighing, roughly speaking, at least 25 stone. Having expressed his gratification at our visit, he ordered *kava* to be prepared, which was done by pounding the root of the kava plant between stones until it was reduced to a powder, then putting it into a wooden bowl, especially kept for the purpose, and pouring water on it. The woman who was making it then took a bundle of fibre and ran the liquor through it several times. The decoction was then completed, and poured into cocoa-nut shells and handed round. It had a pungent bitter taste, and I thought it exceedingly nasty; but the natives are excessively fond of it. There is some special ceremony connected with its use, and the fact of its being prepared for me was a sign that Tugi wished to pay me particular attention. In the less civilised islands the root is chewed instead of being ground between stones. It is considered that when taken in large quantities, kava has the effect of temporarily paralysing the lower limbs, whilst leaving the faculties clear.

Having drunk our kava, and bidden farewell to our host, we started on horseback to visit an ancient stone monument at a place called Kaluga. This we reached after an hour's delightful ride over a perfectly wild grassy tract through the forest. I did not consider that there was much of interest in the monument, which resembled a gateway composed of two upright stones about 12 feet high, and the third one laid across the top and mortised into the other two. The natives have, I believe, no traditions to account either for its purpose or its presence; but it certainly is rather curious to find in this out-of-the-way island an erection so

closely corresponding to the dolmens which abound in Syria and other countries of the East, to say nothing of the druidical remains which are to be viewed at Stonehenge and elsewhere in England. After resting for a short time at Kaluga we rode on eight miles, in order to visit a cave situated close to the sea about two miles from Mua. As we had announced our intention of seeing this place before we had left the village, some boys had been sent with torches to meet us. These were necessary, as the track and the entrance to it were so narrow that one had to crawl in on hands and knees. Inside, however, it was very roomy, and about three hundred yards from the entrance we came to a large vault where was a pool of water, and the roof of which was hung with stalactites. The common tradition amongst the natives had been that the pool was bottomless; but unfortunately for this illusion, the Egeria's lead-line had proved it to be only 14 feet deep. One of the boys climbed on to a ledge overhanging the water, then dived, and afterwards swam about with a torch in his hand to show us the extent of the place. The cave is considered to extend at least a distance of two miles from its mouth, and it has no known exit. After leaving the cave we returned to Mua to bid good-bye to Tugi, and in parting from him I presented him with a bottle of beer, which he seemed greatly to appreciate. The day's excursion had been interesting and enjoyable, and my ride had enabled me to form a good idea of the nature and capabilities of the island.

After dinner the British Vice-Consul, Mr L., came off and spent the evening on the yacht. We had fully intended to have gone on our way the next morning; but as usual, it was blowing too hard to allow us to make the start. Besides this, I found the chief officer suffering apparently from fever, and I therefore went ashore to bring Dr B. off to the yacht to see him. I also returned and went to his house when he left the yacht, to bring back the medicines which he had prescribed.

He lived in a comfortable home, with a pretty garden, and he had a wonderful collection of curiosities which he had obtained among the different islands of the Pacific. He was one of the very few white men who had lived in the Solomon Islands, and had penetrated into their interior. On my way back to the yacht I called at the Consulate, and then visited the king's chapel, which I found tidily and well kept inside, and fitted up with handsome wood-work imported from New Zealand. A gorgeous arm-chair stood in the royal pew, with a carved and gilded crown above it. In the afternoon I again went ashore, to pay my account for pilotage at the harbour-master's office, but was agreeably surprised to be informed that no charge was made to yachts for pilot services. St Michael's in the Azores was the only place in which I had ever been before where a similar excellent rule prevailed. We had been invited to lawn-tennis at the Consulate afterwards. Unfortunately heavy rain came on, and we had to take refuge in the house, where I learned from Mr L. a great deal about the existing condition of political matters in Tonga.

King George was then in his ninety-fourth year, and was the original king under whom the group had been united more than seventy years ago. He was at the time of my visit completely under the thumb of his prime minister, Mr Shirley Baker, who virtually ruled the island. This man had formerly been a Wesleyan missionary in Tonga, but owing to some pecuniary scandal he had been expelled from the Church. In order to avenge himself he had established a sect, to which he had given the name of a free church. To this church he endeavoured by every means in his power to force the natives to conform, and I was informed that those who refused had frequently by his order been strung up and flogged. For his services as prime minister he was receiving a salary of £800 a-year, which was a very large sum in proportion to the small revenue

of the kingdom. It was, however, according to all accounts, nothing to be compared with what he had made indirectly. Indeed, to minister to his appetites and indulgences, the whole nation was then being grievously ground down by taxation. No justice whatever could be obtained in the Tongan courts, and the whole state of rule in the island was at that time as bad as it could possibly be. An attempt had recently been made to assassinate Baker, who was fired at whilst out driving with his daughter. The latter was slightly wounded, but Baker himself escaped scot-free. For this attempt six men were executed, though it was notorious that four of them were perfectly innocent. It was commonly reported in Tonga that Baker's life would not be worth an hour's purchase after the old king's death. Mr L. informed me that the Governor of Fiji had the power of removing Baker from the island, and it certainly seemed a grievous pity that he did not exercise it, and thus free the country from a minister who was execrated by every one, and was the author of so much evil.[1]

The wind was blowing in furious gusts as I returned to the yacht at half-past six, taking with me a man to whom I had promised a passage to San Francisco in consideration of his acting as cook.

The following day the wind was still blowing a gale, and as the pilot declined to take us out of the harbour, there was nothing to be done but to remain in patience.

Towards the evening the wind and sea went down considerably, and the following morning broke fine, with a light fair breeze. The pilot came off at half-past six, and we got under way soon after eight. It was nearly eleven, however, before we cleared the harbour, for the wind was very light, and we were frequently becalmed. After dinner it freshened a little, and we went along at a better speed. A shark was seen swimming in our wake, and we therefore baited and

[1] This has since been done.

lowered a hook. In a very few moments we had him safely on board. This was the second shark which we had caught since leaving home, and it was only a small one. We were now making for the Fiji Islands, which lay about 420 miles N.W. of us.

For a day and a half we had very little wind, and consequently did not run at the rate of more than three knots an hour; but on Saturday, October 20, a fine breeze sprang up shortly after noon, sending us along at about eight knots the whole of the rest of the day. We passed Turtle Island in the afternoon: a very dangerous reef, on which we could see the sea breaking heavily, extended for a considerable distance from the island. In the evening we sighted a sail, apparently a coaster.

During the night between October 20 and 21 we crossed the 180th parallel, thus losing a day, and causing us to mark this which should have been Sunday, October 21, as Monday, 22. We coasted close to the island of Matuku that morning, and sighted Totoya at half-past eight. At 3 P.M. we sighted Moala, and at nine in the evening saw the light off the eastern point of Viti Levu. This was a fine flashing light, with a half-minute interval, and visible clearly at least 12 miles off.

As we dared not venture nearer in the dark, we hove to at 10 P.M. until daybreak next morning, when the island became fully exposed to our view, with the exception of the tops of the mountains, which were shrouded in mist. We could make no headway until eleven o'clock, when a nice breeze sprang up, sending us past the lighthouse which we had seen the night before, and which we now found to be placed on the edge of the barrier-reef surrounding the island, close beside it lying the wreck of a small vessel. The rain came on during lunch-time, and continued heavily throughout the remainder of the day. At three o'clock we were boarded by a pilot, and anchored in Suva harbour half an hour later.

The entrance from the reef was three cables wide, and a pilot was not actually necessary; but as there was no large-scale plan of the place aboard, I thought it safer to have one. At half-past four, having seen the health officer and obtained pratique from him, we landed at a good wooden pier and wharf, alongside which steamers could lie to take in or discharge cargo. There was little to be seen in the town itself, which, however, had some good stores. We dined at Sturt's hotel, the landlord from whom the place took its name being an interesting man who had lived on the islands for upwards of seventeen years, and had a most magnificent collection of weapons, shells, and other curiosities from the various islands in the Pacific. Every room in the hotel was adorned with them, and they completely covered the walls of the dining and billiard rooms. An excellent dinner was provided for us, after which we sat under the verandah, and then returned on board, getting very wet, as the rain was steadily coming down in torrents. The Government surveyor, Mr M., whom we had met at the hotel at dinner, informed me that 108 inches of rain had fallen at Suva between the 1st January and 30th September of that year, although the supposed wet season had not yet commenced. For the last few weeks it had been raining without interruption.

CHAPTER XXII.

HISTORY OF THE FIJI ISLANDS—CONTINUOUS RAIN—THE LABOUR QUESTION IN FIJI—AGRICULTURAL PROSPERITY—A NARROW ESCAPE FROM CANNIBALS—FIJIAN CURIOSITIES—WE LEAVE FOR NEW CALEDONIA—WALPOLE ISLAND—NOUMEA—A NATURALIST'S MUSEUM—ANOTHER DISAGREEABLE EXPERIENCE ON BOARD—VISIT TO A LOCAL INDUSTRIAL EXHIBITION—THE CONVICT BAND—A REMARKABLE BAND-MASTER.

October 24–31, 1888.

THE Fiji Islands were discovered by Tasman on the 5th March 1643, and named by him Prinz Willhems Eylanden. Turtle Island was discovered by Cook in 1773. Bligh visited them in the Bounty's launch after the mutiny in 1789. D'Urville partially surveyed them in 1827; but the first complete survey was made by the U.S. exploring expedition in 1840. There are altogether no fewer than 250 islands in the group, and of these about 80 are inhabited. Their total area is 8034 square miles. The largest and most important is Viti Levu, 80 miles long and 55 miles broad, though Vanua Lava is longer, extending 100 miles by 25. The climate of the Fiji Islands is warm and damp; the mean temperature for the year being about 80°. December to April are called the hurricane months, and of these February and March are the worst. The population has considerably decreased of late years, having been computed to number at least 200,000 in 1839, and about 140,000 at the time of the annexation in

1874. Shortly after that, over 40,000 were carried off by measles, and at present the whole population, including the island of Rotumah, is 124,441, of which 111,311 are Fijians, 2115 Europeans, and 11,015 natives of other islands and Chinese. Almost all the natives are Christians, in the proportion of about 100,000 Wesleyans and 10,000 Catholics. The Wesleyans were established long before the latter, having first landed in 1835. The islands were annexed to England in 1874 under the following constitution;—Thakombau and the principal chiefs had already offered the islands to England in 1858. The offer at that time was not accepted. In 1871 a constitutional government was formed by the aid of certain Englishmen. In 1874 this constitution came to a deadlock, and the British Government stepped in, took up Thakombau's previous offer, and annexed the islands. The colony is in a prosperous condition, the public income in 1888 being £65,018, and the expenditure £58,993. The principal exports are copra, cotton, coffee, and sugar; their total value amounting in 1888 to £376,978, the corresponding imports being £183,221. Government land at Suva is estimated to be worth from £75 to £300 an acre.

There are several important rivers in the Fiji Islands, the principal being the Rewa, which is navigable for ships of light draught 40 miles up from its mouth. The natives are skilful boat-builders, and make excellent mats and baskets, as well as good pottery.

The day after our arrival rain continued to pour almost without intermission from morning to night. I went ashore at eleven, and having ordered a few things that were required, I defied the weather and strolled about the town. The great variety of types which were visible amongst the natives attracted my attention. Besides the Fijians themselves, there are many immigrants from the New Hebrides, Solomon, Gilbert, and other Pacific groups. These have generally been imported to work in the sugar plantations, having been engaged

for a term of three years, at the expiration of which time they are sent back to their homes. The old labour trade, which used to be called "Blackbirding," is now a thing of the past. The recruiting vessels are obliged to carry a Government agent, and from the time that the natives leave their own islands until they return to them on the expiration of the contract they are well looked after and cared for, and in addition they receive just and liberal wages. The Fijians as a race are tall and powerful, and most of them have enormous heads of hair, which they wear all frizzed out.

After lunching on board, I landed at the Government jetty, and walked up to the house of the Governor, which was large, roomy, and pleasantly situated in the midst of pretty grounds on a hill overlooking the harbour. Having had an interesting and agreeable half-hour's conversation with his Excellency, I returned to the yacht; but after tea I once more landed again. My principal object on this occasion was to inspect a collection of curiosities which an officer of the Customs department had advertised for sale. They consisted almost entirely of articles from the Solomon Islands, and I purchased a few that I fancied the most. I also got a few photos and some more curios from a photographer's in the place. I had been very anxious to make an expedition up the Rewa, being desirous to gain some idea of the resources of the country, and to see what is said to be the largest sugar-mill in the world, which is situated on that river. I was, however, reluctantly compelled to relinquish the idea, as the weather continued so abominably wet. The sugar industry had been for some years past in a languishing condition, and the planters in consequence had suffered considerably. Times, however, had in some measure changed, and at the time of my visit the prospect was much more favourable. Tea was also cultivated with considerable success in the Fiji Islands, being of an excellent quality and with a peculiar flavour of its own, not altogether unlike the best In-

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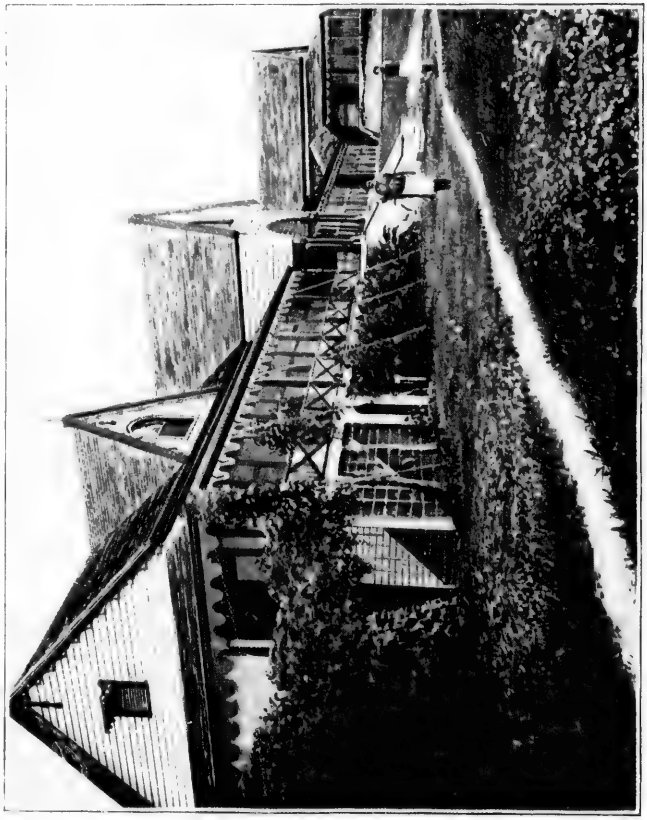


GOVERNMENT HOUSE, SUVA, FIJI.

dian tea. It was largely consumed in Australia, but had not as yet found its way to the London market. Bananas and pine-apples were also largely exported, and whilst we were at Suva a steamer was there loading 20,000 bunches of the former for New Zealand.

On Thursday, October 25, we lunched with Dr and Mrs C., whose house stood a little way out of the town, on the hill at the back of the Government buildings. There we met Mr F. C., the Chief-Justice of the colony. Soon after my return on board six of the principal chiefs came to call on me, being also anxious to inspect the ship. They were an exceedingly handsome, polite, and dignified lot of men, and two of them spoke English fairly well. One was a relative of Thakombau, and had been chiefly instrumental in ceding the island to the British crown. Mr M. dined with us in the evening, and I was particularly anxious to hear his opinion about the cannibalism which is said by some to still exist in the Fiji Islands. He told me that he believed that it might be considered to have become extinct, though he would not absolutely guarantee that isolated cases did not occur even then amongst the remote mountain tribes. He had had some strange and rather startling experiences in that line, as eight years before, whilst he was staying at a village in the hills, the natives were cooking a baby in the next hut to him. Moreover, seven years before that, he himself had had an exceedingly narrow escape of being killed and eaten. He had been taken prisoner, and was tied up ready to be killed and cooked. The fires had even been lit, and the oven prepared before his very eyes in which he was to be baked; but fortunately for him his captors all got drunk, and he succeeded with difficulty in making his escape. He was shortly about to make an expedition inland, and he kindly promised to secure for me some cannibal forks and dishes and send them to Melbourne. It is most difficult to get genuine articles such as these forks and dishes at the pres-

ent time, though imitations are largely manufactured for the benefit of strangers.

Next day, Friday, October 26, though it was still pouring with rain, I determined to put to sea again; therefore after breakfast I went ashore and settled up our bill at Mark's stores, where I found the prices more reasonable than at any other port where I had called. I paid a farewell visit to Mr S., who kindly gave me a dozen Solomon Island arrows. Returning to the yacht at half-past twelve, we got under way an hour later, and ran out of the harbour without a pilot. As soon as we got into the open we encountered a strong breeze, with squalls and rain. I felt considerable regret on leaving the Fiji Islands at not having seen more of them. I had been particularly anxious to ascend the river Rewa, and also I had been very desirous of seeing something of the inner life, manners, and customs of the natives in the inland districts, where they have not yet been exposed to the same influences of civilisation as in the town and sea-ports. The weather, however, had been so bad that even if it had been possible to make these excursions, there could have been no real pleasure or enjoyment in them; and there seemed little or no prospect of the rain clearing off.

Suva itself was a disappointing town, much smaller and more insignificant than I had been led to anticipate. It seems strange that the climate should be considered as healthy as it is; for owing to the heavy rainfall and constant damp, one would have expected that the weather would have been very trying to the constitution.

We were now bound for Noumea in New Caledonia, and we took the Kandavu passage. A very heavy sea continued for the next two days, but towards the close of the second day the sky began to clear, and the sun shone out brightly.

Monday, October 29, was a beautiful day, with a smooth sea and a fresh breeze, an experience unusual and exhilarating. In the course of the afternoon we passed within a mile

of Walpole Island, which, as we approached it from the north, presented an appearance of an oblong table. It is entirely surrounded by perpendicular cliffs about 200 feet high, on the sides of which are numerous caves. The top appeared perfectly level, and covered with bushes; but so far as we could see, the island was unapproachable, there being no place where a boat could land, nor any possibility of anchorage off it. Naturally, therefore, the island is uninhabited and unclaimed. It appeared to be a resort of frigate and other birds, which were hovering over it in vast quantities.

At daybreak next morning we sighted the island of New Caledonia, but the barrier-reef extends to such a distance off it that we did not arrive abreast of the entrance to the Bulari passage until two o'clock P.M. There we were boarded by a pilot opposite the lighthouse, a very fine structure, which stands on Amedée Island, just inside the entrance. The passage was simple, and presents few difficulties. We had a strong fair wind with us, and we therefore arrived and anchored in Noumea harbour soon after half-past three. The port is spacious, and has good anchorage, being almost completely landlocked; and the town presents an attractive appearance from the sea. The French gunboat Scorpion, which we had met at Tahiti, was lying in the harbour, as also another very small French vessel, which was used for local surveys. On landing we found the town clean and well laid out, showing the influence of French civilisation. The shops, which were numerous, were of a better description than any we had seen since leaving Callao. The roads, which have all been constructed by convict labour, are quite as good as any in England. In the centre of the town is a large square, with a band-stand in the middle, amply provided with comfortable seats. The streets are well paved, and *fiacres* are plentiful; the horses which draw them are well-bred and strong.

We drove at once to the British Consulate, which lay about 1½ mile beyond the town. We found the Consul, Mr L., at home, and were hospitably received by him. He was an enthusiastic naturalist and botanist, and had a very complete and valuable collection of shells, birds, and plants, most of which he himself had gathered together in New Caledonia, Fiji, the New Hebrides, and Solomon Islands. He made us promise to return in the evening to dinner; and meanwhile we continued our drive, taking a circuit of about five miles round the town. We frequently passed large squads of convicts on their way back to prison at the close of their day's work in the quarries or on the roads. I was struck with the ill-favoured look that almost all of them bore, their features being impressed with the true criminal stamp. There were altogether 13,000 on the island, out of which large number only nine were English.

At dinner I met Mr H. R., author of the 'Western Pacific' and other works, and we spent a most pleasant evening together. Mr L. showed us some of his most interesting curiosities; those which delighted me most being perhaps some beautiful pearl shells, which had been most exquisitely carved by one of the convicts. Strange to say, I was told that mine was the first yacht that had ever visited Noumea.

It seems a remarkable circumstance that one can scarcely touch at any place of importance without having some disagreeable experiences with one's men. On rising the next morning it was reported to me that James Millar, A.B., had been on shore the night before without leave, and had returned at 7 A.M. hopelessly drunk. This was the third or fourth time that such a thing had happened with him; and to make matters worse, whilst I was deliberating what I ought to do with him, two other of my men, Black and Macdonald, came and told me that they wished to leave the ship. I replied that I could not for a moment consent to their discharge, as it would be

impossible for me at Noumea to get other men to replace them. Thereupon they expressed a desire to see the Consul, and I therefore went and saw Mr L., and arranged to bring them before him in the afternoon. At two o'clock, accordingly, I took the men to the Consulate, and Mr L. informed them that as they had signed an undertaking to remain with me for three years, he would not sanction their discharge; and he explained further to them that the ship's articles were as much for my protection as for theirs. This settled the matter, and the men returned to the ship.

I went with Mr M., the United States Consul, to a shop where some carved shells were offered for sale, but I did not take a fancy to them, and the workmanship appeared to me defective; and I therefore only bought one nautilus shell. I then drove to Government House and called on the acting Governor, but I found him a quiet, shy, retiring man, and our interview only lasted a few minutes. Afterwards I visited an exhibition of local industries and products of the island. The show was really highly creditable for so small a place as Noumea,—amongst the objects of interest being a quantity of arms and grotesquely carved figures from the New Hebrides and other islands in addition, and many specimens of work done by the New Caledonian convicts. Minerals were well represented in the exhibition, New Caledonia being exceedingly rich in nickel and copper, whilst gold and chrome are found in small quantities, and coal of a poor quality also exists. The Government work the nickel and other mines with convict labour, but nevertheless these scarcely pay their expenses.

We sat for some time in the exhibition listening to the convict band, which was very good, and whilst the strains of music were falling on my ears I was being informed of the band-master's history. He looked a mild enough man, but the crime for which he was suffering was a particularly horrible one, and eminently French in its details. He had

been a doctor, and having either real or imaginary cause to be jealous of his wife, he murdered her and cut up her body into small pieces, taking out the heart. Having invited the man whom he suspected to dinner, he served up her heart cooked; and after his guest, ignorant of course of the real nature of the dish set before him, had eaten it, he calmly informed him what he had done. He had been tried in France for the murder; but the jury having found extenuating circumstances, he had been sent out to New Caledonia for life. It seemed perfectly incredible that a monster so inhuman could have been allowed to escape the death he so richly merited; and when I had heard his story I could scarcely take my eyes away from him, for it seemed impossible to believe that the man who so calmly was conducting the band could have been guilty of so revolting a crime.

CHAPTER XXIII.

HISTORY OF NEW CALEDONIA—INTERESTING PARTICULARS CONCERNING THE CONVICTS AND *LIBÉRÉS*—EXCURSION INTO THE INTERIOR OF THE ISLAND—THE CONVENT OF THE IMMACULATE CONCEPTION—THE MISSION STATION OF ST LOUIS—DISCHARGE OF JAMES MILLAR, A.B.—CONVICT ESTABLISHMENT ON ILE NOU—A DISCOURTEOUS GOVERNOR—CONDEMNED CRIMINALS—EXORBITANT PILOTAGE—WE LEAVE NEW CALEDONIA—LOYALTY ISLANDS—THE NEW HEBRIDES—ERROMANGO—A QUAINTLY INTERESTING SERVICE ON SUNDAY—MISSION LIFE IN THE NEW HEBRIDES.

November 1–11, 1888.

THE island of New Caledonia was discovered by Cook in 1774, but it was not occupied by the French till 1853, when it was made into a penal settlement. Two thousand men of the *infanterie de marine* were quartered there at the time of our visit; in addition to which was a battery of artillery, whose barracks were handsome buildings situated in a prominent position upon a hill overlooking the harbour. The soldiers, who are stationed here for the purpose of guarding the convicts, generally serve three years on the island, after which they are sent back to France.

New Caledonia is about 250 miles long, its average breadth being about 25 miles. Some portions of it are very mountainous—the highest peak, called Mount Humboldt, rising 5380 feet above the sea. The whole island is well wooded, much of the timber being of a very fine description.

From the British Consul, Mr L., who lunched with us on Thursday, November 1, I obtained some interesting particulars concerning the *libérés*, as the French term their ticket-of-leave men. It appears that upon the release of a convict at the expiration of his time, or in consequence of good conduct, he is allowed by the authorities there two or three acres of land—the necessary implements for cultivation, together with the requisite seed, being at the same time supplied to him gratis. This plan was intended to give the convicts an opportunity of regaining an honest livelihood; but the system, excellent though it seems *primâ facie*, does not appear to have proved a success. There are two causes to account for the failure. In the first place, by far the greater number of the convicts have lived in cities and towns during their former lives, and are therefore absolutely unacquainted with the principles of agriculture and are unfitted for a country life. Secondly, the soil on the island is miserably poor, and even under the most favourable circumstances of cultivation, could scarcely grow remunerative crops. The natural consequence has been, that these *libérés* have generally relapsed into crime, and proved a source of terror to their more respectable neighbours. Murder, burglary, rape, and unnatural crimes are of frequent occurrence on the island; and although severe punishment is nominally supposed to follow upon the conviction of any of these offences, the first three of which are capital crimes, yet as a matter of fact the punishment is so seldom carried into effect that the fear of consequences is no deterrent to the criminals. It has been stated that convicts frequently escape from New Caledonia, but this is by no means true. They often indeed escape from the prison and get away into the bush; but they cannot long exist there, as there are no cocoa-nuts or fruit upon which to subsist, as might be the case on many other islands in the Pacific; and, moreover, an escaped convict is certain to

be recaptured before long, as a reward of 50 francs is a sufficiently tempting bait to induce the first native that meets him to lay his hands upon him. As for escape from the island itself, every ship is rigorously searched by the police before it leaves the harbour; and the only possible chance would be to steal a small boat and endeavour to make for the Australian coast, the chances being greatly against his safely accomplishing the passage across the open sea in such a frail vessel. Our colonists in Australia, therefore, need scarcely be in such a state of apprehension and uneasiness with regard to the New Caledonian convicts as has been manifested by them on more than one occasion.

Friday, November 2, had been fixed upon by us for a drive into the country with Mr and Mrs L. The day was pleasant and cool, and soon after 8 A.M. we started on our way, bound for a place called La Coulée, distant 13 miles from Noumea, where we proposed to have our lunch. It was very delightful, after so many experiences that we had had of wretched paths, to find ourselves driven the whole way along a most excellent road, which has been constructed and is kept in repair by the convicts. We met several gangs of them at work upon the road in different places. The appearance of the country corroborated the Consul's statement that it was unadapted for agriculture, the soil appearing in many places to lie merely on the surface of the solid rock immediately below.

On our way we stopped for a few minutes at the convent of the Immaculate Conception, the mother and sisters of which were all French. Their time is mainly occupied in female education. A short distance farther on we again halted to view the mission station of St Louis, an institution supported by the Society for the Propagation of the Faith; and as is the case with all their missions, it appeared most admirably managed. There were three French priests in charge, and ninety native boys. These were taught French,

reading, writing, arithmetic, and geography, and in addition to this they had an excellent technical education. We visited the workshops, where the boys were busily labouring, some learning to be carpenters, others blacksmiths, others wheelwrights, and so forth. All the arrangements connected with the mission buildings and grounds were really excellent. The dormitories in particular excited our admiration, being large, airy, and scrupulously clean and tidy. The chapel was very pretty and the grounds well laid out—some very fair land for cultivation belonging to the mission, upon which sugar-cane, Indian corn, and vegetables were growing. The impression produced upon us by our visit to this mission station of St Louis was one of satisfaction and pleasure; and subscribers to the Society for the Propagation of the Faith may rest assured that their money is well expended, and the greatest amount of good possible is done with it.

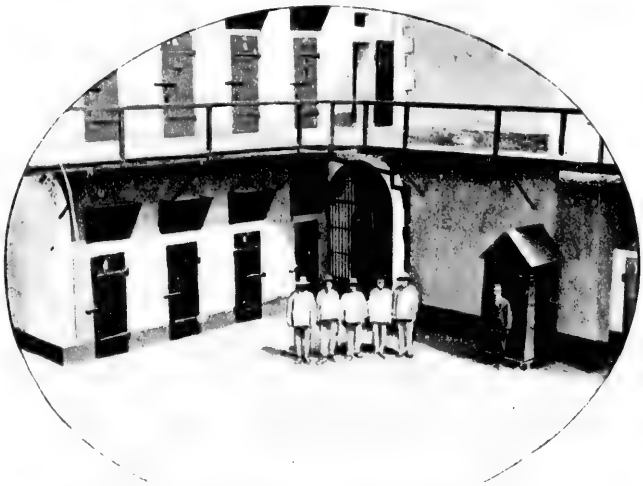
At half-past ten we reached La Coulée, which is a favourite place for picnics with the islanders. At a comfortable restaurant, kept by a Frenchman and his wife, we had a very fair lunch. At 2 P.M. we started on our return journey, reaching Noumea at half-past three.

On my arrival on board the yacht I was much annoyed to find that Millar had again absented himself without leave. The next day he was brought on board by the police, having been arrested by them for drunken and disorderly conduct in the town. My patience with the man being by this time thoroughly exhausted, I took him off to the Consulate and arranged for his discharge.

On Saturday the 3d November, which was another beautifully fine day, I visited the convict establishment on Ile Nou, the Italian Vice-Consul having kindly procured me an order of admission from the director. Contrary to the usual custom of French officials, who as a rule are scrupulously punctilious in matters of etiquette and politeness, I was received at Ile Nou with decided discourtesy. Having sent

in my card to the governor, together with a letter of introduction from the Italian Vice-Consul, I received a message from him to say that he was reposing and could not see me, but that I might be taken round by a warder. This, however, was soon proved to be absolutely untrue, for almost directly afterwards I saw him starting for Noumea with some friends. He took no notice whatever of me, and did not even raise his hat. Perhaps his was a case of evil communications corrupting good manners, for only the worst class of convicts were confined on Ile Nou. I must confess that the warder who was told off to escort me proved himself an excellent guide, and I was greatly interested in all that I saw. The whole establishment appeared to be thoroughly well managed. The cells, kitchens, workshops, and exercise-yards were kept scrupulously clean. The prisoners were divided into classes, according to their conduct and behaviour. The higher classes were allowed considerable privileges, such as living and sleeping in common rooms; they were also permitted to smoke. Those in the lowest classes wore chains and were confined in solitary cells. The prisoners work at the various trades to which they have been accustomed before their conviction; their working hours being from 4 A.M. to 4 P.M., with short intervals for meals. The money earned from their labour is employed to lessen the expenses of their keep. Formerly most of the European convicts were sent to Cayenne, but owing to the unhealthy nature of the climate this arrangement has been changed for some few years, and now the great majority of French convicts are sent to New Caledonia. Those who receive sentences of seven years or under are permitted to return to France after having resided on the island for three years beyond the expiration of their term. Men with longer sentences are kept on the island for the rest of their lives, even after their discharge from prison. We were shown three men who were at the time lying under sentence

of death. The first had wounded the prison doctor, with intent to murder; the second had actually killed a warder; and the third had been condemned for contempt of court, for taking off his boot and hurling it at the president's head. I was told, however, that in all probability this man would be reprieved; the other two being certain to be executed. Before their sentences could be carried into effect, however, they had to be confirmed by the President of the Republic.



Prisoners awaiting execution in the penal establishment, Ile Nou.

The executions take place in the prison and in the presence of all the convicts. I spoke to the man who had wounded the prison doctor, and it was curious and touching to observe the great affection which he displayed towards a tame sparrow which occupied his cell.

The following day was Sunday, and in the evening the convict band played in the square, most of the rank, beauty, and fashion of Noumea being present.

On Monday I went on shore to see the Director of the

Interior to claim exemption from harbour-dues. The captain of the port had sent us in a bill, treating us on the scale of a merchant-ship. Owing to our yacht being the first that had ever visited Noumea the authorities appeared to be in doubt as to our exact status; but after interviewing Mr L. the British Consul and myself, the Director decreed that we were to be treated in all respects as an English man-of-war. The result of which would be that we should pay no dues, and only half-pilotage.

The pilot, however, when I settled up with him next morning, declined altogether to recognise the order of the Director of the Interior, and insisted that I must pay in full. Upon consulting Mr L., we determined to apply at once to the Director himself, but unfortunately on our arrival at his office we found it closed. I had made all arrangements for leaving at once, and therefore by Mr L.'s advice, and in order to avoid detention, I paid the whole sum of money claimed, leaving it to him to get the proper portion refunded if possible. By a quarter to two in the afternoon we had weighed anchor. A strong breeze was against us, and we had to beat the whole way out, and it was not until 5 P.M. that the pilot left us.

The pilots in Noumea had formed a syndicate of their own, and the authorities did not appear to have much control over them. Our shorter way would have been through the Havanna passage, but the pilotage through this would have amounted to an exceedingly large sum; even through the Bulari passage I had to pay £14, 12s., which seemed to me extremely exorbitant.

On the whole our week's sojourn at Noumea had been thoroughly enjoyable, all the more so on account of the kindness and hospitality of Mr and Mrs L., and of the balmy loveliness of the weather. We were now bound for Erromango Island in the New Hebrides, which was barely 400 miles distant. The wind, however, was very light during

the greater part of the passage, and we did not run more than 80 miles a-day on an average.

On Thursday, November 8, we sighted the Ile des Pins at eight o'clock in the morning, and at noon next day we were abreast of Maré Island, one of the Loyalty group. We did not, however, pass within 15 miles of it, and therefore we were not able to see very much of its appearance. It seemed, however, moderately high and thickly wooded.

At one o'clock in the afternoon on Saturday, November 10, we sighted the island of Tanna, which was much overhung with clouds. At 4.30 P.M. we arrived in Dillon Bay, Erromango Island, dropping anchor at a quarter to six in seven fathoms of water. The bay, though open to westerly winds, was at that season of the year perfectly safe. Its situation was romantic and pretty, a well-wooded valley with a river flowing through it forming an exceedingly effective background.

On going ashore I was met by Mr R., the Presbyterian missionary, who was stationed there, and who kindly took me up to his house, where I was introduced to his wife. He himself was a Canadian by birth, but had been on the island for seventeen years. His house was comfortable and of very fair size, standing in a neat little garden alongside the church. The latter was a small wooden building, in which was a tablet stating that it was erected in memory of five missionaries who had been murdered on the island. These were Messrs Williams and Harris, who were killed in 1839; a Mr Gordon, murdered some years later; and a second Mr Gordon, who, together with his wife, was treacherously killed in 1870.

We attended a service at this church the following day, being Sunday. The service began at ten o'clock, the natives trooping in from the village to church—the men and women being all decently dressed, though many of the latter presented a grotesque appearance, owing to their wearing on

the top of their shiny black heads common English straw hats decorated with the cheapest and most gaudy artificial flowers. It seems a great pity that the missionaries should

Mission station, Dillon Bay, Erromango Island.

encourage these poor natives to purchase and wear such incongruous and absurd articles of clothing. The service was conducted in the native language; the people seemed to be very reverent and to pay great attention. The hymns were sung with much spirit. Part of the New Testament has been translated, and many of the natives have learned to read; but the missionaries have one great difficulty to contend with, in that the language is different on every island of the group.

All the islands belonging to the New Hebrides are of volcanic origin, many of the volcanoes being still active. The highest and principal of these is 5000 feet above the sea, and is called Lopevi.

This group of islands was formerly the centre of the sandalwood and labour trade, or slave trade as the latter might be called, since greater atrocities never were inflicted on human beings than these unfortunate natives were subjected to.

The consequence naturally has been that it was a long time before they could be induced to regard any white man as other than a natural enemy, and it is to this fact that such sad and calamitous disasters must be attributed as the murders of Bishop Paterson, Commodore Goodenough, and many other excellent and self-sacrificing missionaries.

The weather was very hot during our visit, and after church we thoroughly enjoyed a stroll along the banks of the river, through a beautifully shady path on the outskirts of the village. The houses of the latter were rudely built of canes and grass, most of them being oblong in shape and open at one end, with a little wooden palisade in front. The population altogether was about 2500, of which 1000 were Christians, the great majority of the remainder being friendly though heathen. The natives in the immediate neighbourhood of the mission attended school regularly, and most of them had been taught by Mr R. to read and write. Their great religion appeared to be that of the extremely punctilious observance of Sunday, which was kept with the most Sabbatarian strictness, not the slightest kind of work being done upon that day. This, no doubt, was owing to the Presbyterian influence of the missionaries, of whom there were altogether sixteen in the New Hebrides supported by the Australian Mission Society. They each receive £170 a-year fixed income, and an allowance of £10 for each child. Mr R. had certainly contrived upon his income to make himself very comfortable in the seventeen years he had been there. His garden was well stocked with English vegetables and vines; pine-apples and other semi-tropical articles of produce were growing in healthy luxuriance. He had, besides, a stable, poultry-yard, and a piggery.

The only article of export on the island was arrowroot, which was growing wild in great abundance. The natives, however, will not take the trouble to cultivate it, though, from what I was informed, it would well remunerate them to do so.

I tried to obtain some curios whilst I was on the island, but the only things which I could find were some very ordinary wooden spears, bamboo combs, and bows and arrows; the last were small and light compared with those which I had seen elsewhere. I purchased a considerable number of them.

At 6 P.M. on the 12th we got under way, after having bid adieu to Mr and Mrs R., who had lunched with us on board the yacht. The former gave me some handsome and valuable articles of curiosity, and each day during our stay he sent off to the yacht fresh milk and delicious pine-apples. Besides this, he took a great deal of trouble to procure us live stock, and, indeed, both he and his wife showed the greatest kindness to every one on board.

We had a fair breeze, and went along through the night at an average of fully six knots an hour.

CHAPTER XXIV.

SANDWICH OR EFATE ISLAND—A FINE HARBOUR—NEW HEBRIDES COFFEE—PROTECTION ISLAND—SCARCITY OF GENUINE CURIOS—MALLICOLLO ISLAND—A NATIVE VILLAGE—A PRIMITIVE MODE OF STRIKING FIRE—REMAINS OF PHALLIC WORSHIP—THE SHIP-COOK'S SCARE—ESPIRITU SANTO ISLAND—TONGOA—CURIOUS ARROWS—A STRANGE CUSTOM—BAT-SHOOTING—OUT AT SEA AGAIN—A STRONG GALE—THE BANKS ISLANDS—PORT PATTESON—A TERRIFIC STORM—THE PRICE OF A PIG.

November 12-24, 1888.

At daybreak we sighted Sandwich Island, which is also known by the name of Efate. We arrived and anchored in Havanna harbour at 1 P.M. This was on Tuesday, November 13. As we sailed up to our anchorage we were regaled with beautiful scenery, the land on each side being thickly wooded, and moderately high. The distance from the entrance of the Sound to the settlement was upwards of five miles, and on our way we passed several native villages on both sides of the bay. The harbour is perhaps the best and finest in all the Western Pacific, and steamers to and from New Caledonia and Australia call here occasionally.

The settlement is the principal one in the group of the New Hebrides, though it only boasts of three European houses. A certain Captain M., to whom Mr R. had given me a letter of introduction, was the principal resident here. He was formerly in th sandal-wood trade, but now kept a

store, and was said to have amassed a considerable fortune. I spent the greater part of an afternoon at his house, and had a most interesting and instructive conversation with him. He informed me that coffee grew in great perfection on the island, and commanded a high price in the Australian market. It was considered to be superior to Ceylon coffee, and, in his opinion, it would pay any man to establish a plantation there. The climate, however, was very unfavourable, being notorious for fever.

The natives were fairly civilised, some of them wearing a certain amount of clothing. They were all of the true Papuan type, perfectly black, and with woolly hair. I must say that I thought some of the old women whom I saw as ugly and revolting specimens of the human race as could anywhere be found.

On leaving Captain M.'s house I was kindly presented by him with a bow, two spears, and a quantity of poisoned arrows. He pointed out to me the place where the French camp stood during the short time they occupied the New Hebrides. A small wooden fort which they then erected was still visible, and in good preservation. Besides his store, there was another belonging to the New Hebrides Company. On White Sand Point was a mission station belonging to the Free Church of Scotland, but at the time of my visit there was no minister residing there.

In the evening some of my men went out with the seine, and caught about three stone of good-sized fish. It is not, however, very safe to eat them here, as several varieties are poisonous. They should be examined by some native who understands them before they are cooked and eaten.

On the following morning, having visited the mission village on a curio-hunting expedition, which, however, was extremely unsuccessful, I crossed the Sound, and landed near a large village on Protection Island. The houses were curiously constructed, being dome-shaped, and rudely built

of cane and Pandanus leaves. Owing to there being no chimneys, everything inside was black with smoke. I obtained a couple of wooden combs, and two very ordinary clubs, but nothing else of any value could I find. The fact is, that as the natives become more civilised they no longer make the weapons and other primitive articles which they used in the old days; and as every visitor to these and similar islands is on the look-out for relics and curios, the articles of genuine value have all been bought up long ago. What is left now is for the most part simply trash, though in some of the less well-known islands, such as Santa Cruz, the Northern Solomons, New Ireland, New Britain, the Carolines, and so forth, there are undoubtedly objects of great interest still to be obtained.

Having purchased a couple of turkeys and a few fowls, which were all the live stock that we could get, we got under way at 5.30 P.M. *en route* for Mallicollo Island. Being favoured with a good breeze all through the night, we found ourselves at daybreak next morning between the islands of Ambrym and Mallicollo. The latter is much more densely wooded than either Erromango or Sandwich; a thick forest descended to within a few yards of the beach. We anchored in Sah Sun Bay at 9 A.M., opposite the Catholic Mission station.

The priest in charge of this was a polished and agreeable Frenchman, upon whom I called immediately after landing. I found him engaged in building a little chapel and school-house, with the aid of a carpenter whom he had hired from Noumea. He was the first missionary who had settled on this island, and had only been there fifteen months. He candidly acknowledged that up to that time he had made no progress whatever in his missionary efforts, and that there was not a single native Christian on the island. However, the natives had not shown themselves actively hostile to mission-work; they had simply ignored it, and would have nothing to do with him.

At the next bay, whither I went in the lifeboat, after leaving this Frenchman, I found a Presbyterian Mission station in charge of a certain Mr L. and his wife. They had been there only a little over a year, but during that time they had built a nice house, and seemed altogether to be tolerably comfortable. From Mr L. I received much the same report as I had from the priest. He told me that the natives were a savage race of cannibals, and that he had very little hope of achieving success in his missionary

Native hut, Mallicollo, New Hebrides.

labours amongst them. Up till that time, however, he and his wife had contrived to keep on very amicable terms with them; and under his escort I paid a visit to one of the native villages. We beached the boat midway between the Catholic and Protestant stations; and after a short scramble through the woods we reached a village consisting of about half-a-dozen houses, roughly built of canes and grass, oblong in shape, and with sloping roofs. The interiors, like those I had seen before, were black with soot, the rooms being about six feet high. At the door of the principal houses

stood two figures about four feet high, cut out of the trunk of the tree-fern, their heads carved roughly to represent a human face, and rudely painted with vermilion and blue. These were the household gods, or tutelary guardians; in fact, the *lares* and *penates* of the family. The whole village, indeed, consisted of one family; it being the custom on the island for each family to dwell apart at some little distance from their neighbours. The husband lives in one hut by himself, and his wives and family dwell around him. The dress of the natives is simple and scanty in the extreme, the women wearing a fringed grass mat about six inches wide round the waist.

Curiosities appeared to be scarce amongst them, and the people seemed loath to part even with the few things which we saw that took our fancy. I managed, however, to secure an exceedingly handsome club and a curious dancing-mask. Whilst inquiring for the curios, we came across a man who was engaged in striking fire by the friction of two sticks, an operation which, though I had frequently heard of it, I had never witnessed before.

From certain rudely carved implements which were mysteriously shown to us, it is evident that the natives of the New Hebrides indulged in the remnants of some ancient phallic worship. One curious custom amongst them is, that no woman is allowed to set her feet upon certain paths which are specially reserved for men. So stringent is this regulation amongst the natives, that Mrs L., who was inadvertently walking upon one of these paths a few days before our visit, was fired at by a native, but fortunately escaped any injury. They possess rude temples, one of which we saw containing six figures about 15 feet high, with their faces painted vermilion and white. Near these figures stood some gods carved out of a hollow log, forming drums which are beaten with sticks upon various occasions. Every man whom we met was armed, some with bows and

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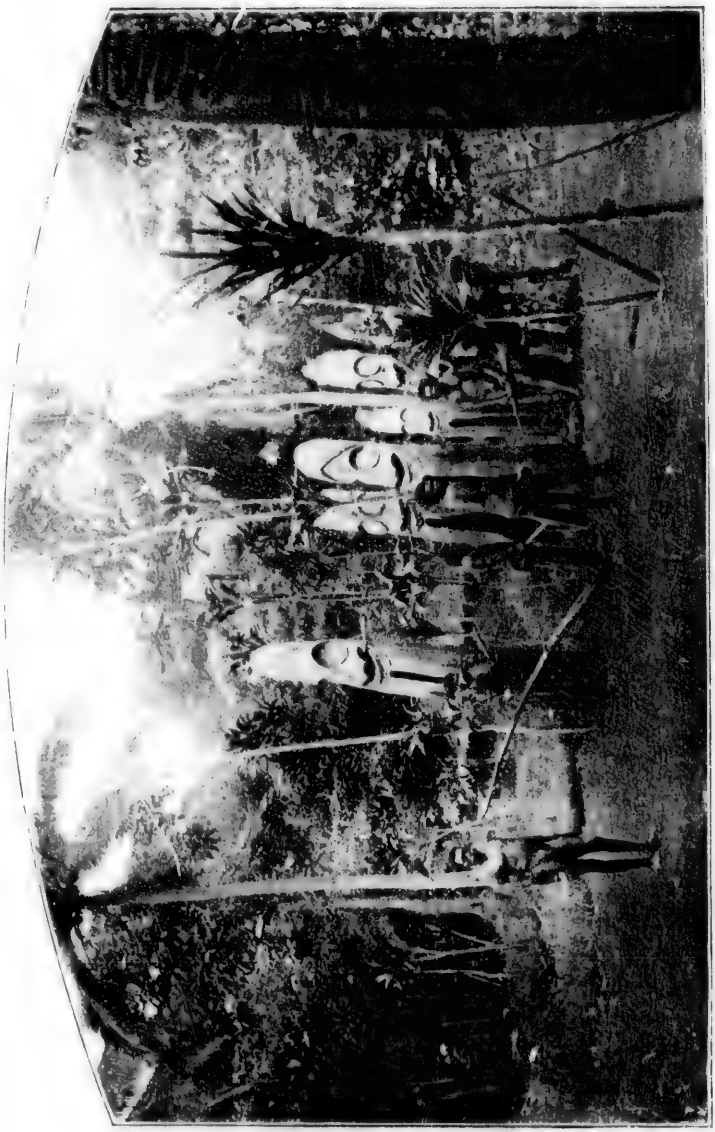

DRUM GODS AT MALLICOLO, NEW HEBRIDES.

poisoned arrows, others with Snider carbines, which were in every instance loaded. Two natives took an unpleasantly great fancy to our ship's cook, who had accompanied us, and were exceedingly importunate in their invitations that he should remain with them. He was a small man but very plump, and the attention which they displayed to him not unnaturally considerably alarmed him, more especially when, after he had politely declined their invitation, they proceeded to seize hold of him by his arms. The situation was undoubtedly embarrassing, to say the least of it; but we contrived to calm their importunities by telling them that he was obliged to return to the ship upon business, but that on the morrow he would avail himself of their kind invitation. This was the cook's first visit on a savage island; I should imagine that some length of time would elapse before he repeats the experiment. On leaving the village I paid a visit to both the missions in the midst of a considerable downfall of rain. At half-past five I rowed back to the yacht, having been exceedingly interested in the little that I had seen of Mallicollo, which, besides being one of the largest islands in the group, was the first that I had yet seen where the natives still retained their original savage state untainted by the veneer of modern civilisation.

At a quarter-past seven next morning, November 16, we weighed anchor and put out to sea. The wind at first was light, but gradually increased as the day wore on. About an hour after starting we sighted the mission vessel Dayspring at some considerable distance from us, making for Sah Sun Bay. Heavy rain accompanied by sharp squalls and thick weather came on about four in the afternoon when we were off Pentecost Island; but notwithstanding this, we managed to arrive and anchored safely at Tongoa in Espiritu Santo Island by six o'clock.

The harbour at Tongoa is formed by a number of small islands, which, sheltering one another, form a good and

commodious port. Soon after anchoring I landed and called on the Rev. Mr A., a Presbyterian missionary, who lives on one of the islands which form the harbour. His mission at this particular place had not been established more than sixteen months; but he had resided altogether more than twelve years in the New Hebrides.

Next morning I visited his village, where I found the houses very similar to those which I had seen on the other islands of the group. There was, however, this exception between the villages on Espiritu Santo Island and those on Mallicollo—namely, that here the people lived in general villages, and not, as in the other cases, in family settlements. The young unmarried men dwelt in huts by themselves, and both men and women were far more decently dressed than on the island which I had just left. Here, again, I found that curiosities were very scarce, and the natives, moreover, were exceedingly keen and sharp in driving a bargain. I therefore only obtained a few arrows; but these were some of the best and most unique which I had yet found, their heads being formed of human bone.

According to Mr A., who was most friendly and communicative, the natives on this island were more amenable to missionary efforts than those on Mallicollo, and the chief of the tribe was himself favourable. Mr A. had a school which was attended regularly by about 20 scholars. He had been the first missionary to settle on Espiritu Santo, but he had been closely followed by two French priests, who had established a Catholic mission at a place some little distance off, called Port Olry. Notwithstanding the favourable aspect of affairs as compared with those on the other island, Mr A. was obliged to confess that many inhuman and heathen practices were still very prevalent in the villages around. Infanticide and the strangling of widows were very common occurrences. Here, as on the other islands of the group, the natives were of the black Papuan

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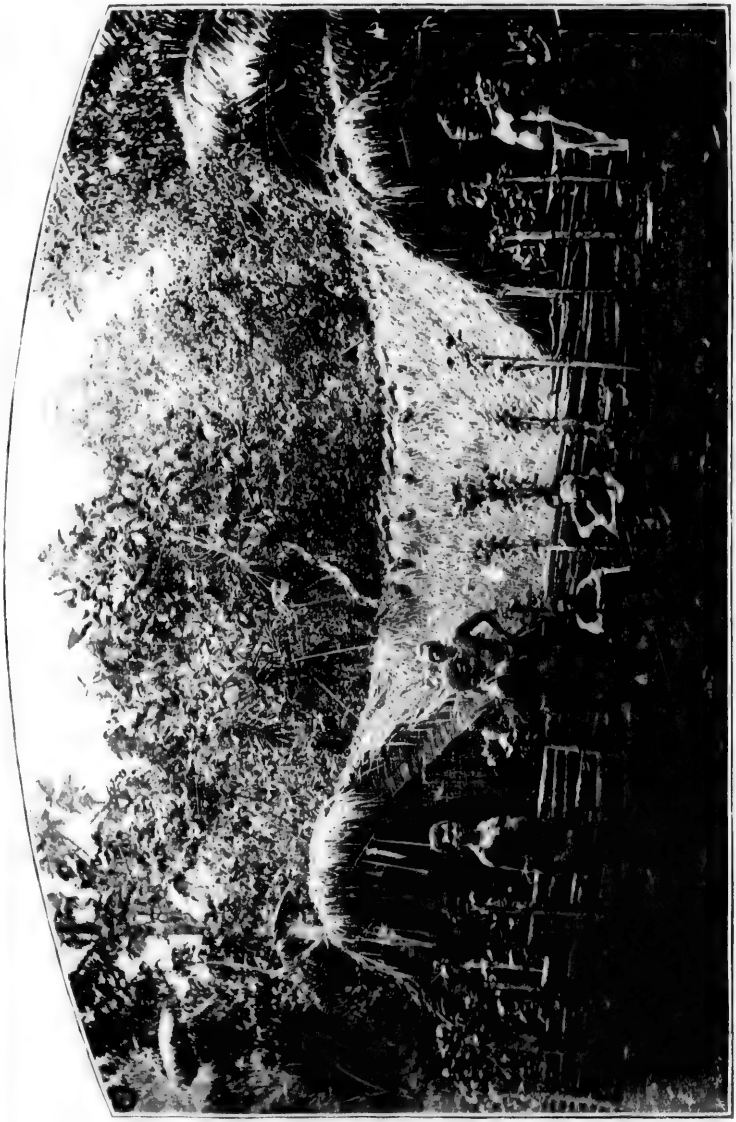

CHIEF'S HOUSE, TONGOA ISLAND, NEW HEBRIDES.

type, with woolly hair like negroes. In the afternoon I visited another village on the mainland; but here again there was very little to be obtained beyond a few wooden

Natives of Aöba Island, New Hebrides.

knives and spoons and one or two bows. Here I was shown a curious custom. In most of the huts large quantities of the lower jaw-bones of pigs, with tusks attached, were hung up against the walls, the social status of a man depending upon the number of these that he can accumulate. If one receives from a chief a present of one of these tusks, he is at once recognised as a friend of the tribe, and may be assured of absolute safety wherever he goes amongst them.

In the evening we heard from the yacht a good deal of firing on the shore. As Mr A. had informed me that he had been lately threatened with violence by some natives, we thought that probably the Mission station was being attacked. We therefore went ashore with a party, armed with rifles and revolvers; but on reaching Mr A.'s house we found that nothing more serious had been happening than that the natives had been shooting bats. The island of Espiritu

Santo is the largest island in the New Hebrides, measuring 75 miles long and 40 miles broad. It was discovered by Quiros in 1606, who gave it the name of Australia del Espiritu Santo, because he supposed it to have been the long sought Terra Australis. The interior of the country has never yet been penetrated by white men, but it is generally believed to be very thickly populated with savage tribes. The natives of the New Hebrides carry on extensive manufactures of coarse pottery, as also do those of Fiji and New Caledonia.

The next day, Sunday, was thoroughly wet, and I did not land till late in the afternoon, when I dined with Mr A.

Another wet and gusty morning welcomed us on our rising next day, but notwithstanding we managed to get under way by a quarter-past eleven. Throughout the day the wind increased, and by sunset it was blowing a strong gale, with a very heavy sea. The wind was right behind us, and although we were under very small canvas, we were running along at the rate of 12 knots an hour. Shortly after midnight the wind began to drop, and gradually decreased to a dead calm.

When I came on deck on Tuesday morning I found that we were about 15 miles from the north point of Espiritu Santo. The heat was very intense during that day, and the air remained absolutely calm; the consequence was that throughout the whole day we made practically no progress whatever. A shark was hooked in the afternoon, but whilst we were getting him on board he contrived to break away.

Early next morning a breeze sprang up, and by daybreak we were running along with a strong fair wind. Shortly before noon we sighted the Banks Islands, and came to anchor in Neusa Bay, Port Patteson, Vanua Lava Island, at 6.15 P.M.

Thursday, November 22, was a pouring wet day, and it was almost impossible to think of doing anything. During

a temporary lull in the weather, however, about eleven o'clock in the morning, we went ashore, and walked about the beach to discover if possible some signs of life. We saw nothing, however, which could indicate the proximity of natives; and the bush being exceedingly thick, almost down to the very edge of the bay, it was quite impracticable to penetrate inland. We noticed several small streams of water flowing into the bay, and across the mouth of every one of them was a sandy bar, on which the sea was breaking. To procure water a boat would therefore have to lie a considerable way off, and a long hose would be required.

After lunch two canoes came off to the yacht from the opposite side of the bay. The natives, who brought some shells for barter, were evidently of an entirely different race from those in the New Hebrides. They were far better looking, and of a higher type, besides being much lighter in colour. Two of them spoke a few words of English. Their dress was simply a plain loin-cloth.

The next two days we were visited by a terrific storm. Rain came down in torrents almost without intermission, and from time to time violent squalls set in, accompanied by thunder and lightning. The flashes were almost continuous, and the whole landscape around was vividly lit up by them.

By daybreak on Saturday, November 24, the weather had moderated considerably, and the rain and lightning had ceased. As soon as we came up on deck we noticed that the shore and bay presented a remarkable appearance, being covered everywhere with driftwood, and giving evidence of the enormous havoc which had been wrought by the storm. Several canoes were floating about the bay bottom upmost. The weather still looked more or less threatening, and we therefore deemed it more prudent to remain where we were for another day.

In the afternoon I went in the lifeboat to visit a village in the south of the bay. This contained about a

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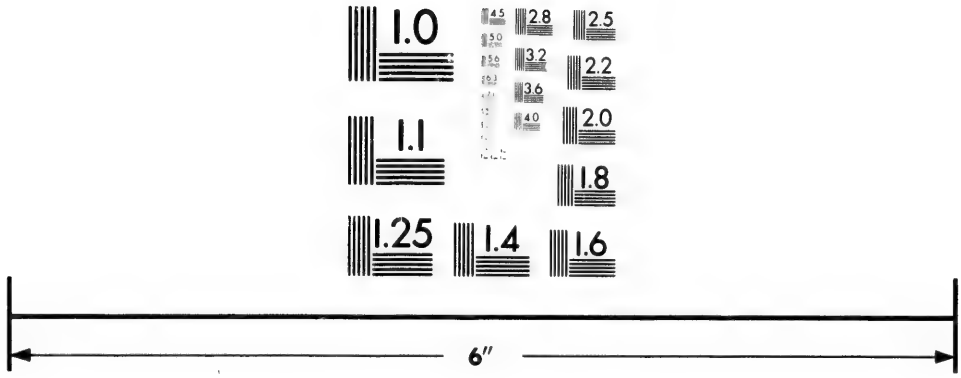

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dozen houses, of a rather better description than those in the New Hebrides, and the natives were much more friendly and amenable to intercourse. In the middle of the village were two conspicuous objects. They were large oblong platforms, built of earth and faced with stone, standing about four feet high. Upon these platforms were clustered a great number of old wooden figures, not unlike those gods which we had seen at Mallicollo. Here, however, it was evident that no reverence was paid to them, for they were decaying and neglected. The platforms appeared to be the burial-places of chiefs, so far as I could gather from the little English that a few of the natives spoke. They were keenly alive to barter and purchase, and even offered a few articles which they possessed for tobacco, pipes, and calico. There was, however, scarcely anything worth taking away, though I got some wooden knives, an old carved bowl, and a bow. I also purchased a pig, for which I paid three coloured handkerchiefs and a threepenny knife. The Banks Islands are in Bishop Selwyn's Diocese, and a missionary resides on the island of Mota.

CHAPTER XXV.

SANTA CRUZ—A DEAD CALM—CANOES, COSTUMES, AND CUSTOMS OF THE NATIVES—VOLCANO ISLAND—A CURIOUS EXPERIENCE—CARLISLE BAY—SCENE OF MURDER OF COMMODORE GOOD-ENOUGH—HIS MONUMENT—PICTURESQUE SCENERY—A RELIC OF THE STONE AGE—FLYING-FOXES—EVIL REPUTATION OF THE NATIVES—DEPARTURE FROM SANTA CRUZ—VIOLENT SQUALLS—APAMAMA ISLAND—FEARS OF TYPHOON—WE CHANGE OUR COURSE FOR HONOLULU—A MISERABLE DAY—CONTINUED BAD WEATHER—CHRISTMAS-DAY ON THE PACIFIC—ARRIVAL AT HONOLULU—OLD FRIENDS—END OF YEAR 1888.

November 25–December 31, 1888.

SUNDAY, November 25, was a much finer day, and soon after sunrise we got under way. After passing close to the islands of Mota and Saddle, we sighted in the afternoon Bligh Island, but we were too far off to see much of it. There was a heavy swell on all day, no doubt the remnant of the late storm. We rolled horribly, and in the evening, having stowed all fore and aft canvas, we ran along under the square sail alone.

At five o'clock on Monday afternoon we sighted Vanikoro, where La Perouse was lost in 1788, and early on the morning of Tuesday, November 27, the island of Santa Cruz. By 2 P.M. we were not more than five miles away from it, and we could distinctly discern many features in the landscape. The island was pleasant-looking, and densely wooded. In

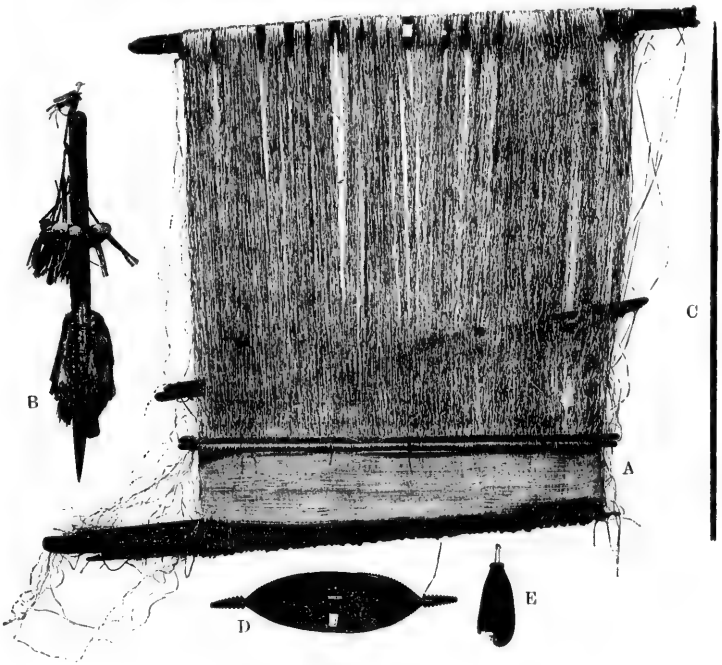
the afternoon the wind dropped to a dead calm, and for the remainder of the day and during the following night we drifted about without a breath of air.

About three o'clock on Tuesday afternoon a vast crowd of canoes came off to us from the island with curiosities for barter. They seemed to come from all directions, and our ship was now completely surrounded by them. These canoes were of the usual type, but far more neatly built than those we had lately seen, most of them being lime-washed inside and provided with well-carved paddles.

The natives were a stalwart but exceedingly wild-looking race. In each canoe were two men armed with formidable-looking bows and arrows. All of them wore heavy tortoise-shell pendants in their ears and rings in their noses, whilst around their arms were many mother-of-pearl bangles. I particularly noticed that their teeth were decayed, and in this respect they were an absolute exception to all the various tribes of natives which we had yet seen in the Pacific. This is probably to be accounted for by the practice, in which they indulge freely, of chewing betel-leaf, their gums being dyed a deep red from the same cause. Their dress consisted of a waist-cloth hanging down in front. They brought with them many interesting objects for barter, amongst which were model canoes, elaborately carved clubs, some beautifully constructed bows and arrows, tappa, wooden bowls, and many other things too numerous to mention. They refused even to look at money in exchange for them, and they did not even seem to understand what it was. Tobacco, pipes, calico, and knives were the objects which they most required. A pretty brisk business was carried on with them by all on board, and at six o'clock they returned to their homes evidently well satisfied with the afternoon's work.

Next morning on going on deck I found we were lying becalmed off Volcano Island. As its name implies, this is an active volcano, rising abruptly from the sea in the shape of a

cone to a height of 2200 feet. The top was enveloped in vapour and smoke, but a well-wooded vegetation reached from its base almost half-way up its sides. Several canoes came off again with similar articles for barter as those which we



SANTA CRUZ.

A, Loom with mat in process of manufacture.
B, Dancing-club.
C, Arrow.
D, Wooden dish.
E, Gourd for holding lime.

had seen the day before. One of the men informed us that he was a native teacher under Bishop Selwyn; but he spoke very little English, and we could scarcely understand what he said.

During the following night we drifted considerably astern,

and the next morning we were lying becalmed off Trevannion Bay. The dead calm lasted throughout that day, and the consequence was that we had now been undergoing the curious experience of being for three whole days within sight of our anchorage and yet being quite unable to reach it. We were again surrounded by canoes all through that day.

Next morning we were at last favoured by a fair breeze, and by half-past nine we had arrived off the entrance to Carlisle Bay. We found a clear passage, though no plan exists of the anchorage, and we anchored in 13 fathoms, opposite a village, at half-past ten in the morning. The harbour, which is an excellent one, is virtually a large lagoon surrounded and protected by reefs. The entrance is through a channel wide and deep enough for a large ship, and there is plenty of room inside for one to lie at anchor. I landed at eleven, though with some precautions, for the natives of this island bear an evil reputation for violence and treachery. It was here, as every one knows, that Commodore Goodenough was murdered by poisoned arrows, and on a prominent position in the village facing the bay stood an iron cross with the following inscription:—

In Memory of

JAMES ERNEST GOODENOUGH,
COMMODORE R.N.,

DIED AUGUST 25, 1875.

"If I be lifted up from the earth, I will draw all men unto me."

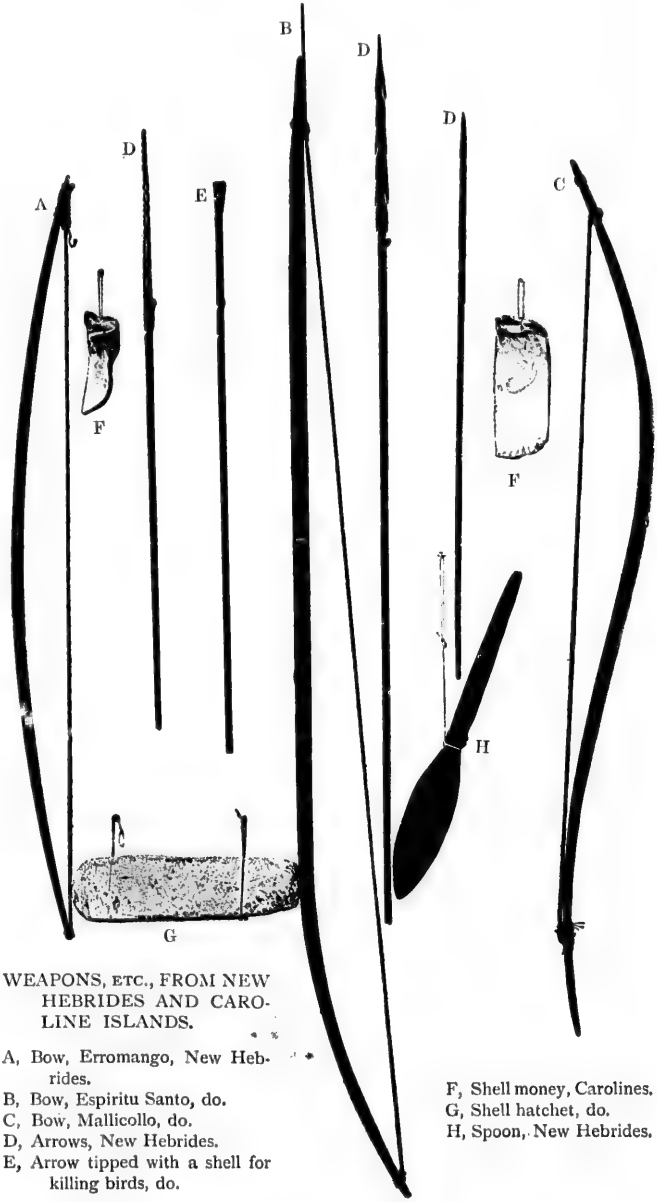
The cross and its pedestal were in perfect order.

The natives offered me a most friendly welcome, invited me into their houses, spreading mats for me to sit upon, and presenting me with cocoa-nuts and bananas. Their abodes were far superior in their construction to those in the New Hebrides and Banks Islands. They were larger, lighter, and cleaner, and each one was surrounded by a

strong stone wall, which was evidently intended for purposes of defence. The village was plentifully supplied with water from two excellent streams in the neighbourhood. I spent the afternoon in exploring the harbour in the lifeboat. We first rowed to the head of the lagoon, which was about a mile from the entrance. The scenery here was picturesque in the extreme, the hills on each side being thickly clothed with dense forest, whilst mangroves lined the sides of the quiet lagoon. It much reminded me of the Gambia river on the west coast of Africa.

We landed close to the only other village that lay on the shore of the harbour, and which contained about half-a-dozen houses similar to those which we had seen in the former village. The inhabitants, too, were equally hospitable, though they evidently entertained a very strong objection to our approaching the huts which were set apart for the women.

After having finished my explorations of the harbour, I paid a second visit to the village where I had landed in the morning, and here I made several purchases, amongst them being a plump little pig, for which I paid six coloured handkerchiefs, two clay pipes, and one plug of tobacco. I also succeeded in obtaining some very handsome ornaments, which were apparently worn only by the chiefs and people of consequence. These were made of a white shell, beautifully polished, of circular shape, and about six inches in diameter. On the front was a varied fretwork pattern in tortoise-shell. These ornaments were worn round the neck by a necklace of small shells closely strung together, and all ground down to the same size. One curious object attracted my view: it was a man hollowing out a canoe with a stone adze. This was an interesting proof of the primitive simplicity of the natives, who had not yet got beyond the stone age. The people were keen traders, and each bargain took a considerable time before it was concluded, as a long



WEAPONS, ETC., FROM NEW HEBRIDES AND CAROLINE ISLANDS.

A, Bow, Erromango, New Hebrides.
B, Bow, Espiritu Santo, do.
C, Bow, Mallicollo, do.
D, Arrows, New Hebrides.
E, Arrow tipped with a shell for killing birds, do.
F, Shell money, Carolines.
G, Shell hatchet, do.
H, Spoon, New Hebrides.

consultation invariably took place between the vendor and the bystanders. Some of the most interesting things which I purchased were curious fishing-lines with small tortoise-shell hooks, which appeared to me to be quite unique. Whilst the bargaining operations were going on, I induced some of the natives to fire their arrows at a mark, as I expected to see considerable skill displayed. I was much disappointed, for not one of them succeeded in hitting the straw hat which I placed on a tree about five feet above the ground, and some 20 yards off from where they stood.

After returning to the yacht I went out with my gun to try and shoot some pigeons, having seen these birds in great abundance. I did not, however, get a chance at any; but instead, I shot two flying-foxes, which were strange-looking animals, like enormous bats, and with heads closely resembling that of a black and tan toy-terrier. They are eaten by the natives, who consider them to be very excellent food.

Very little is known about this island, from the fact of so few traders visiting it, owing to the bad reputation which the natives bear. I myself was strongly urged by Captain P. of H.M.S. Lizard not to venture upon the island, but I must confess that I found the natives exceedingly civil in their treatment of me. There is no doubt, however, that they are the most treacherous and dangerous savages in the Pacific; and I believe that I owed my reception to the sight of our machine-guns, from which they took us for a man-of-war schooner. Mendana attempted to found a colony here in 1595, but owing to the savagery of the natives it soon came to grief. I should certainly not recommend any one in an unarmed vessel to venture near their port.

A crowd of savages came on board next morning, remaining there until we had weighed anchor and were some distance outside the reef. They then jumped overboard, and swam ashore apparently without the slightest fear, although the sea all round was swarming with sharks.

Carolines.
, do.
Hebrides.

Our intention was to make for Drummond Island in the Gilbert group, nearly 800 miles due north of us; but after running well for four days, during which the weather was fearfully hot, we found ourselves likely to fall short of provisions, and we therefore determined to make for Apamama Island, where we were more likely to be able to procure what we wanted.

On Thursday, December 6, 600 miles out from Santa Cruz and 250 from Apamama, we were struck at 2 P.M. by a sudden and violent squall, which rent our main-sail almost in two. The rain came down in tropical torrents, and when darkness set in the weather looked most unpromising.

All through the night, and early next day, we were visited by a succession of violent squalls, many of which were of hurricane force. As the day wore on, however, the weather improved and the evening was fairly fine.

We were now rapidly approaching Apamama Island, and by noon on Saturday, December 8, we were only 36 miles distant from it. The sky soon afterwards became quite black to windward, and a heavy sea was rolling up. There were indeed all the usual signs of a coming typhoon; and as we could only obtain an indifferent observation, we put about in order to avoid running too close to the island.

Apamama, like many other islands in this part of the Pacific, is simply formed of coral-reefs, which under most favourable circumstances can only be seen about five miles off, and the neighbourhood of which, on a dark stormy night like that which was closing around us, is beyond measure dangerous. We therefore determined to put right about, and steer our course for Honolulu, from which we were distant a little more than 2000 miles.

For the next two days the weather continued dull, close, and showery, with a strong breeze dead aft, and the sea running high, and causing us to roll and tumble about in the most disagreeable manner.

Monday, December 10, was perhaps on the whole the most miserable day that we had spent since leaving England. During a squall the square sail boom carried away and broke clean in two. Soon after sunset, however, the wind came abeam, and the evening turned out fine. The sun shone brightly on the following day, and the air was considerably cooler than it had been for a long time past. We recrossed the 180th parallel on this day, and thus we gained a day, making up for the one which we had lost before.

The wind continued dead ahead for the next forty-eight hours, though the weather was more or less fine.

On Thursday, the 13th, the rain came down in torrents, and the wind was blowing hard from the north-east. A heavy sea was running during the whole forenoon; but shortly after twelve the wind dropped, and under the action of the steady rain the sea soon became calm. Curiously enough, throughout all the bad weather which we experienced during these few days, the barometer persistently remained high and steady. We were now beating against the N.E. trade-winds, with brisk gales blowing in our faces, the result being as uncomfortable as one can well imagine.

It was not till Tuesday, December 18, that the weather became at all endurable — the air on that day being very cool and pleasant.

So we continued on our course, tacking and beating up to windward as best we might, until Christmas-day, when our observations at noon showed that we were still 640 miles distant from Honolulu. The sea on that day went down considerably, and the weather was calm and pleasant and warm. It could not, however, be said that we were able to indulge in much Christmas fare; for we had run very short of fresh provisions, and the seamen had tasted nothing but salt food for many days past. However, I cheered them up by promising to give them a real

good dinner when we reached Honolulu. We manufactured a plum-pudding, which it must be confessed was but a feeble imitation of the real article, as it had to be made without eggs or suet. However, every one on board seemed determined to make the best of it, and in the evening the men made merry with a couple of bottles of whisky which I provided for them, drinking lustily, and with good spirits, to the health of their sweethearts and wives at home.

Nothing worthy of special record occurred for the next five days, but at daybreak on Sunday, December 30, we sighted the island of Niihau. The wind was now fair, and we sped along, sighting in the afternoon the island of Oahu. This we were able to discern very plainly, and it presented from the sea a most barren aspect—wild rugged cliffs rising precipitously to a height of over 3000 feet. At 8 P.M. we sighted the lighthouse which had been recently erected on Barber Point, and of which no mention was made in our sailing directions. We consequently mistook it for the light of Honolulu, and the result might have been serious, as a long and dangerous reef extended off it.

A light breeze in the early dawn fell to a dead calm in the course of the forenoon, but, after lunch, a light air sprang up which carried us along to Honolulu. A pilot came off, and took us inside the reef; but when we were half-way through the passage the breeze completely died away, and we were compelled to drop our anchor. A tug shortly afterwards came off to us, accompanied by a boat, in which were some friends of Louis Stevenson who had mistaken our yacht for his vessel, the Casco. It appeared that he had been expected for some time past, and his friends seemed much disappointed when they discovered who we were. We finally anchored at five o'clock P.M., near our old friend the U.S.S. Alert, from which we had parted at Callao. H.M.S. Hyacinth and Cormorant were also lying at anchor in the harbour, and a boat came off to us from the former, with a complimen-

tary message from the captain, and offers of any requisite assistance.

On going ashore at half-past six we met two of the officers of the Alert, who appeared to reciprocate our pleasure on the renewal of our acquaintance. They accompanied us to the Hawaiian Hotel, which was the principal inn in Honolulu. The building was large and handsome, and stood in the middle of a pretty garden. We found the *table d'hôte* was already finished, and we therefore repaired to an excellent restaurant, where we thoroughly enjoyed a capital dinner, which was all the more palatable from the comparative privations which we had lately been compelled to endure.

On my return to the hotel I found the second mate waiting for me with three sacks of letters and newspapers. These had been awaiting our arrival at the Consulate, and the majority of them were old and out of date. At ten o'clock we returned on board, and all of us sat on deck till midnight to see the old year out and the new year in. Whisky was handed out to the men, and we all wished one another "A Happy New Year!" which was ushered in amidst the ringing of bells on shore and the blowing of steam-whistles in the harbour.

Thus ended 1888, during the twelve months of which we had sailed 16,781 nautical miles — the average daily run being thus 106.88 knots. The total time spent at sea had been one hundred and fifty-seven days three and a half hours. Many hindrances and drawbacks had occurred in the course of the year; but after making due allowance for all these disagreeables, we were able to look back upon a most interesting voyage, which had supplied us with many subjects of enjoyable reminiscences upon which to look back in the years to come.

CHAPTER XXVI.

THE SANDWICH ISLANDS—CIVILISATION AT HONOLULU—NEW-YEAR'S DAY—A SUDDEN HURRICANE—WAIKIKI—A DRAMATIC ENTERTAINMENT—TRIP ON BOARD THE KINAU—MY FELLOW-PASSENGERS—AN AMUSING REGULATION—MAHUKONA—KAIWAIIHAE—HILO—A PROFITABLE SUGAR-MILL—AN EXCURSION UNDER ADVERSE CIRCUMSTANCES—VOLCANO HOUSE—THE GREAT CRATER OF KILAUEA—DISGRACEFUL PRACTICES—A MARVELLOUS SPECTACLE—RETURN TO HONOLULU.

January 1–11, 1889.

THE Sandwich Islands were discovered by Cook in 1778, and were named by him after the Earl of Sandwich, who was at that time First Lord of the Admiralty. They are all of volcanic formation, and are twelve in number, four of which, however, are uninhabited. The total area included within the group is 6587 square miles. The population in 1888 amounted to 86,647, of which number 22,397 were Chinese, 19,618 Europeans and Americans, and the remainder natives. Each island was formerly independent, but the whole group was united into one kingdom in the earlier part of the nineteenth century under Kamehameha I., who died in 1819. The first missionaries arrived from the States during the reign of his successor, who abolished *tabu* and idolatry in 1820. His kingdom was taken under the joint protection of England, France, and the United States in 1844, its independence being guaranteed by those three

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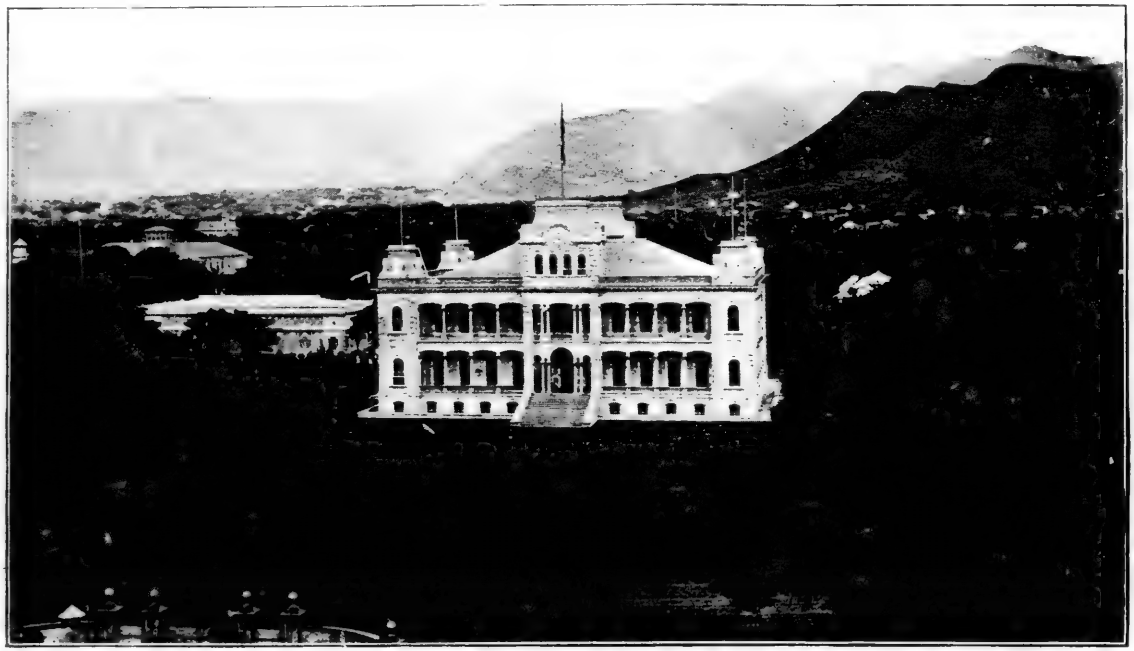

IOLANI PALACE, HONOLULU, H.I.

Powers. The climate in the islands is remarkably pleasant, the mean annual temperature being 75°, and the average rainfall 38 inches per annum. The principal article of cultivation and export is sugar. A fair amount of trade is carried on in the islands, the total value of the exports in 1889 being £2,807,789, and the imports £1,087,758. Under the new constitution, which was granted to the kingdom in July 1887, a legislative system was formed consisting of two Houses, one called the House of Nobles and the other the House of Representatives. Members of both Houses are elected by popular suffrage, each House being composed of twenty-four members. The Nobles are elected for six years and the Representatives for two.

The press is well represented in Honolulu, there being two daily papers, one weekly, and four monthly periodicals in English; four weeklies in Hawaiian, and two weeklies in Portuguese. Several benevolent societies and masonic lodges are in active operation; and a fire brigade exists of great efficiency, and equipped with all the best modern appliances. It is strange to find in the midst of the Pacific a city so handsome and so European in appearance as that of Honolulu. The streets are broad, well paved, and clean; the shops large, handsome, and well stocked with everything that one can require. The royal palace is a handsome and imposing edifice, and many of the private houses and villas are attractive and commodious in appearance. The best of the houses in the town is that occupied by Mr B., the banker. All the streets and most of the shops and houses are lit by electric light, and an admirable system of telephone is in operation, extending over the entire island. The harbour quays are solidly constructed, and very convenient and spacious, and the depth of water is sufficient to allow of steamers up to 4000 tons burden, lying alongside the wharfs, to take in and discharge their cargoes. A marine railway runs the whole length of the docks and quays, and the harbour is supplied

IOLANI PALACE, HONOLULU, H.I.

with a cradle capable of taking up vessels of 1000 tons. Repairs of any kind and on any scale can be effected to ships and machinery, though I was given to understand that the rates are very expensive. From what I could see as I walked about the town, the American and Chinese element appeared largely to predominate in the population. Most of the wholesale business seemed to be in the hands of the Americans, whilst many large and handsome stores were owned by the Chinese, who, moreover, possessed almost all the trade in the poorer part of the town. As in many other places, the presence of the Chinese in Honolulu is by no means appreciated by the rest of the inhabitants, who would by no means be sorry if the Government of the country were to issue an order prohibiting their residence there.

The morning of New-Year's Day, 1889, was very fine and calm, and I consequently allowed all hands to go ashore, with the exception of three men. This occasioned some amount of danger to the yacht, for in the afternoon the wind suddenly got up and most violent squalls came on, gradually increasing from three o'clock till five, when, in the midst of a hurricane squall, one of our hawsers, which had been made fast to the reef, parted in two, and the anchors commenced to drag. We were in great peril of either being driven ashore or colliding with a steamer which was near us, and we therefore signalled to the men-of-war to ask for assistance, which was instantly rendered by the U.S.S. Alert, who sent off a boat with some men and a hawser, an officer following immediately in another boat. Thanks to the promptitude and smartness displayed by the men of the Alert, the yacht was soon again made secure, and all danger averted. The readiness with which my signal was responded to spoke exceedingly well for the discipline of the U.S. navy. Such a sudden hurricane was, as I was afterwards told, an occurrence extremely unusual in Honolulu, and towards evening the wind died away almost as rapidly as it had commenced.

The weather, however, continued fitful and uncertain throughout the night, and the next day the wind was still blowing fresh.

On Thursday, January 3, however, all atmospheric disturbance had passed away, and we had a most delightful and enjoyable day, the temperature being moderate and agreeable. In the afternoon I drove with Captain A. to Waikiki, a favourite watering-place about three miles from Honolulu, much patronised by the families of the merchants and other men of business whose occupations call them daily into the city, a tramcar which had lately been started running the whole distance, and there was every appearance of the venture proving a great success, for cabs and private conveyances are inordinately expensive at Honolulu.

Waikiki is provided with an excellent race-course, where meetings are held at intervals during the season. A good hotel and two large bathing establishments are also to be found there. On our return from Waikiki we dined at the Hawaiian Hotel, and afterwards attended a dramatic entertainment which was held in the schoolroom. The piece which was acted had been written by Mr P. of the Cormorant, and the crowded audience enjoyed it thoroughly, though the acting appeared to me to be decidedly amateurish and of a ver eble description.

Friday, January 4, was a beautiful day, and after engaging a couple of Chinese cooks and doing a little necessary shopping, I took my passage on board the s.s. Kinau for Hilo, which was situated in another part of the Sandwich Islands. The Kinau was a screw vessel of 1000 tons burden, the accommodation on board of her being really very fair. Although there were a great many saloon passengers, I was fortunate enough to have a cabin to myself. Amongst the other passengers were three hundred Japanese, who had lately arrived from their native country for work on different sugar plantations. We weighed anchor a little before

3 P.M.; but no sooner had we cleared the harbour than we encountered a choppy sea with a fresh breeze, which caused the steamer to roll in a most disagreeable manner. This was accounted for by the fact that she had a flat bottom and only drew 12 feet, whilst she was, in addition, rendered somewhat top-heavy by her amount of deck hamper. The Kinau, like all other steamers on the same line, was run on teetotal principles, and no wine or spirits could be procured on board. A printed list of regulations was posted in the state-rooms, one of which ran as follows: "Any passenger so far forgetting decency as to retire with his boots on, will be allowed a deck passage at once." The quiet humour contained in this regulation struck me as being characteristically American.

After passing Lahaina, in the island of Maui, a little before midnight, we reached Mahukona at 10 A.M. on the following day, remaining there till 4 P.M. This was a loading port for sugar, the plantations being distant about 14 miles from the coast, and a railway running the whole distance. I was informed that there was nothing of interest to be seen on shore, and from what I could see from the deck there was little to attract me, and I therefore remained on the steamer all the time she was in port. An hour after starting again we called at another place, the name of which was Kaiwaiihae, where we stopped for about half an hour. This seemed rather prettier than Mahukona, though the entire scenery on this side of Hawaii was virtually a mere stony waste of lava, its main characters being highly uninteresting.

After a delightfully fine evening and a smooth passage during the night, we arrived and anchored in Hilo Bay at 10 A.M. on Sunday, January 6. From daybreak till the time of our reaching the port, the scenery as we steamed along the coast was exceedingly attractive. Numerous waterfalls were to be seen precipitating themselves over

the cliffs into the sea, whilst ever and anon we passed large plantations of sugar-cane. The town of Hilo itself, though it looked pleasant and picturesque enough from the deck of the steamer, proved upon our landing to be a miserable little place indeed. There was not even an inn of any sort or description, though there were two churches, one Catholic and the other Presbyterian. Having hired an old tumble-down conveyance, I drove about two miles out of the town to the house of Mr K., the manager of the Waiakea sugar plantation, to whom I had a letter of introduction. I had hoped to have been able to lunch there; but unfortunately Mr K. was not at home when I called, and I therefore was obliged to return to the town, and to procure the only food that was to be obtained at an exceedingly unpleasant Chinese eating-house. Having hastily despatched my uninviting lunch, I again drove out to Mr K.'s, and this time I was more successful, as I found him at home and waiting to receive me. He proved most hospitable and courteous, and he kindly offered me a horse to ride the next day to the great volcano of Kilauea. He also proffered one of his men to show me the way, but I had unfortunately already engaged a guide from Hilo to accompany me; I accepted the offer of his horse, however. His sugar-mill, over which he conducted me, was fitted up with all the most modern improvements, and was capable of turning out from 20 to 25 tons of sugar *per diem*. Mr K. informed me that his mill was paying a dividend of 42 per cent. On my way back to the steamer I visited a romantic little ravine spanned by a bridge over a rushing waterfall, whence was obtained a magnificent view of the lofty volcanoes of Mauna Kea and Mauna Loa, which rise to the height of 13,805 feet and 13,000 feet respectively above the sea.

The full enjoyment of my excursion next day was unfortunately greatly marred by wretched weather. Nothing could have been more depressing or uninviting than the

pouring rain and Scotch mist which enveloped the landscape on all sides, when, having packed our saddle-bags, my guide and myself started on horseback at a quarter to nine in the morning. For the first three miles we passed over a tolerably fair and open road, after which we entered the woods, when the vegetation became so dense and luxuriant that it was with very great difficulty that we could make our way along the rough bridle-path. Never before had I seen such a variety and abundance of ferns as we rode through for the next few hours. On emerging from the woods our pathway became a mere track across the lava; but the horses, which seemed as clever as goats, got over the journey without a single mistake.

At half-past twelve we reached our halting-place, which was known by the name of the Half-way House. Up to this time the rain had continued a steady downpour without the slightest intermission, and I arrived wet through and feeling very cold and hungry. To my utter disgust I was informed by the people who kept the house that they had not an atom of food, not even so much as a piece of bread. However, after a considerable amount of parleying, my guide persuaded them to catch and kill a chicken; and accordingly a fowl was caught, killed, plucked, put into the pot, boiled, and eaten within a space of time which up to that moment I should have thought absolutely incredible. The natives could not speak one word of English, and my conversations had to be carried on with them through the medium of my guide. By the time that we resumed our journey the rain had in a great measure abated, but the Scotch mist was as dense and disagreeable as ever. For the next ten miles the pathway was even worse than that which we had already traversed; for whilst smooth and slippery lava still remained, we had to go up and down several steep inclines. With perhaps the single exception of my ride on the island of Juan Fernandez, this may be considered with-

out doubt to have been the worst road that I had ever travelled over. About two hours after the resumption of our journey the rain began to fall again as heavily as ever. We now entered some more woods, and the constant dripping from the trees as we rode along under them was unpleasant beyond description. At length, when my patience and endurance were almost exhausted, we struck, to my great joy, into a good broad road, and I was relieved by the guide informing me that we had only one mile farther to ride. With my spirits renewed I put my horse into a canter, and at a quarter to seven in the evening we reached Volcano House, after a wearisome ride of 36 miles, in the course of which we had ascended 4040 feet above the sea.

Volcano House was a somewhat rough, though, considering its position, a not uncomfortable hotel, and I was welcomed by a pleasant wood-fire which was burning brightly in the sitting-room. Cold and weary as I was, this was most acceptable, and soon put me upon good terms again with myself and my fellow-creatures. I found the hotel quite empty of visitors, the last party having left only the day before. The manager, whose name was Maby, was a chatty and agreeable companion, who had spent the greater part of his life in travelling, and was full of anecdote and description. The hotel is situated almost on the brink of a cliff overlooking the vast crater of Kilauea, the deep red glow from which lit up the sky with a lurid light, which presented a weird and uncanny effect as seen from the windows of the hotel.

When I arose next morning and took a stroll outside the hotel, a most remarkable spectacle met my eye. Down beneath me extended vast fields of hard lava, whilst in the distance the burning lake was pouring forth dense columns of smoke. The atmosphere was heavily charged with sulphur, and jets of steam were ascending from the ground in every direction. About a quarter of a mile below the hotel was a huge bank

of sulphur, which in some places was quite hot, whilst scattered about were numerous pits of unfathomable depth from which thick fumes of sulphur were being emitted; on this bank was erected a small hut which was used by patients for vapour-baths. As the weather was still uncertain during the morning, I determined to postpone my visit to the crater until the afternoon, and I spent the interval before lunch in conversation with the landlord, and in looking over the hotel registers, which had been kept regularly for the last twenty-five years, and in which all visitors are requested to record their impressions of the volcano. I was ashamed and disgusted to find that these books, which were really very valuable and interesting documents, had been wantonly mutilated by different visitors to the place. Many pages had been torn clean out for the sake of the sketches and autographs which they contained; and Mr Maby informed me that only a month before my visit, a picture of the Sunbeam with Lady Brassey's autograph signature beneath it, which had been presented by her to the hotel as a memento of her visit to the spot, had actually been cut out of its frame and stolen by some tourist. It is unpleasant to reflect that such mean acts of dishonesty and theft should be perpetrated by those who at any rate might be supposed to know right from wrong, since they can afford to undertake the cost of an expensive tour to the Sandwich Islands. Some of the entries in the hotel registers were exceedingly clever and to the point, but the majority, it must be confessed, were worthless and illiterate rubbish.

At a quarter to four I started with my guide to visit the crater and lake of lava, which was situated about three and a half miles from the hotel. We descended the cliff by a good path down to the lava-fields. The road was rather rough, but not difficult or dangerous, and after a couple of miles' walking we reached an enormous natural furnace, which was called by the natives "The Little Elephant." From this

furnace a fresh stream of lava had been ejected only two days before my visit. The heat was very intense, but in spite of this we were able to approach within 10 yards of it. As we got nearer to it we could quite distinctly feel the ground vibrating beneath our feet. I could not help feeling a little uneasy, though my guide assured me that there was no need for apprehension whatever, the lava, though fresh, being already cold and hard on the surface, and quite capable of sustaining our weight. At no greater distance beneath the surface, however, than nine inches, or at most a foot, the lava was still red-hot, and wherever a crack occurred we could distinctly see it glowing beneath us. As we took up our position immediately overlooking the boiling lake, an awful and marvellous sight was presented to our eyes. At least two acres were covered by the lake, which entirely consisted of liquid lava. Over its surface great lines of fire were constantly moving about, changing their shape and position every second, whilst from time to time showers of sparks like Roman candles were vomited into the air, and large fountains of red-hot lava were thrown up in all directions. We remained there until darkness came on, when the scene appeared more strange and awful still. A heavy pall of smoke hung overhead, and this, together with the glowing and ever-changing fire beneath, reminded me instinctively of the traditional representations of the infernal regions. The particular lake which I have just described had only been in existence for two years; the former one, which has already been described in the accounts of the voyages of the Sunbeam and Wanderer, being then extinct, and its position only marked by the cold hard lava and the hollow cup-like shape of its crater, stood at some little distance from the active volcano. The guide informed me that I could not have seen the remarkable phenomena to better advantage, as the volcano was then more active than it had been known to be for a long time past. It certainly

was a marvellous and imposing sight, and one which would be impossible ever to erase from one's memory.

After groping our way through the darkness, we reached the hotel at half-past seven, where my worthy host, Mr Maby, had prepared an excellent dinner, the staple dish of which was wild turkey, for which the district was famous. The air was very chilly and the ground covered with frost when we started from Volcano House on our return journey at a quarter-past six next morning. I had been careful this time to provide myself with some sandwiches for my lunch at the Half-way House, and whilst there I was fortunate enough to purchase from a native a curious mallet and a piece of tappa, articles which are now exceedingly rare and very difficult to be obtained. The journey, as before, was tedious and wearisome, and I was thoroughly tired out when we reached Mr K.'s house at Hilo between two and three in the afternoon. My difficulties were not yet entirely over, for on reaching the landing-place to put off to the steamer, we found that the wind was blowing so hard, and the surf was rolling in so heavily, that it was quite impossible for any boats to put off from that spot, and I had to be driven two miles farther round to a place where the water was smoother. We weighed anchor at a quarter to five, the vessel being again crowded with passengers, most of whom were new, and the majority of whom at once retired to their berths. The sea was so rough that it was impossible to land either passengers or cargo at Laupahoehoe, which was the first place at which the vessel was appointed to call, and several passengers consequently had to be taken on to Mahukona, where we stayed all next day taking in sugar. After calling at Kawaiihae in the evening of that day, and at Lahaina at seven next morning, we reached Honolulu at 2.40 P.M., Friday, January 11, having passed H.M.S. Cormorant at target-practice off the island of Molokai.

CHAPTER XXVII.

A ROYAL VISITOR—ANGLICAN CATHEDRAL—THE BISHOP OF HONOLULU—U.S.S. DOLPHIN—AN AUDIENCE OF THE KING OF HAWAII—THE ROYAL PALACE—THE GOVERNMENT MUSEUM—THE PRISON—THE QUEEN'S HOSPITAL—THE LUNALILO HOME—A BOAT-RACE AND A PAPER-CHASE—MY NEW COOK—THE KAMEHAMEHA SCHOOL—A NAVAL DRAMATIC ENTERTAINMENT—AN EVENING PARTY ON BOARD THE NYANZA—THE ROYAL MAUSOLEUM—THE PALI—"PATIENCE" AT THE ROYAL OPERA-HOUSE—SETTLING UP—DEPARTURE FROM THE HARBOUR—MY DRUNKEN SKIPPER—ENFORCED RETURN TO PORT—A NAVAL COURT—SYMPTOMS OF MUTINY ON BOARD—DISMISSAL OF SAILING-MASTER AND ENGAGEMENT OF CAPTAIN HOLLAND—FINAL DEPARTURE FROM HONOLULU.

January 12–February 3, 1889.

THE morning after my return from my short trip in the Kinau, we were honoured by a visit from her Royal Highness Princess Kaiulani, who, attended by Mr and Miss C., came on board the yacht to lunch. The Princess, who, humanly speaking, will one day be Queen of Hawaii, was then thirteen years of age, a bright pleasant child, very good-looking, extremely intelligent, and full of talk. During the time that she was on board we flew the Hawaiian ensign at the main. The U.S.S. Dolphin arrived that afternoon from Acapulco, and I called upon the captain and officers, as well as on those of the U.S.S. Adams. I found that my friend Captain G. had been superseded in the command of the Alert: as he

was intending to return to San Francisco, I offered him a passage in the yacht.

Sunday, January 13, was a lovely day, and I went ashore to High Mass at half-past nine in the morning. The church was decidedly tawdry, and the congregation almost entirely composed of natives and half-castes, who had evidently plentifully anointed themselves with cocoa-nut oil, the smell of which was distinctly overpowering. The singing was poor; and as for the sermon, I was unable to judge of its merits, for it was preached in the Hawaiian language. So far as I could see, we were the only Europeans present. In the afternoon I called on Captain G. and his wife, who were then living ashore, and I brought them off to a six-o'clock dinner on board the yacht. In the evening we all attended the Anglican Cathedral, which is dedicated to St Andrew, and which was really a handsome church, though it had not yet been completed. The singing was good and the service well rendered. The Anglican Bishop of Honolulu bore the reputation of being an energetic man, but apparently wanting in tact, and consequently very unpopular with the large proportion of the flock. The congregation and diocese were divided into two parties, one siding with him, and the other in opposition, the differences being chiefly on financial matters.

H.M.S. Cormorant returned from Molokai in the course of the day, and reported having had good sport on the island in shooting deer. The next day I received a visit from Mr S. P., a native gentleman who possessed one of the largest cattle ranches in Hawaii, and who was noted for his great hospitality to strangers. He was particularly fond of English and Americans, and he generally had some naval officers staying on a visit with him for a while, cattle-shooting and pig-sticking.

Accompanied by Captain G., I went in the afternoon to visit the Dolphin, which, having been originally built for the

President's yacht, was fitted up in an unusually handsome manner. The captain's accommodation was most luxurious, and there was a handsome smoking-room on deck, a most unusual thing on board a man-of-war. She was a despatch vessel, carrying one 6-inch gun forward, besides several Hotchkiss and Gatlings. In the evening we dined with the Rev. Mr M., one of the Cathedral clergy, who had been resident in Honolulu for a long time, and who lived in a pretty and comfortable house a little way out of the town.

On Tuesday, January 15, I visited H.M.S. Hyacinth, at the invitation of Captain A., who showed me over every part of the vessel, including the magazines, engine-room, and even the stoke-hole. I was much interested in watching the exercising of the crew at general quarters, the topgallant masts and yards being sent down, the bowsprit and jib-boom rigged in, and the ship got into preparation as if about to engage an enemy.

In the afternoon, accompanied by Mr S. P., we went to the palace to have an audience of his Majesty. On arriving, we were ushered into an extremely handsome drawing-room, and no sooner had we entered by one door than the King appeared through another. He was a tall and dignified-looking man, but considerably darker than the generality of Hawaiians. He spoke English excellently, and chatted most affably with us for about ten minutes, showing from his observations that he was thoroughly well informed upon all political matters. He wore European costume, with a black frock-coat, in the button-hole of which was the rosette of an order. He nominally belonged to the Anglican Church; but it was whispered that he inwardly had a great leaning towards the heathen customs of his ancestors, and that upon important occasions he consulted a priestess of the old religion. He had been shorn of almost all his former power, and his sovereign authority was now more nominal than real.

At the conclusion of our interview, the King ordered his

chamberlain to take us through the state rooms of the palace. The throne-room was a magnificent apartment, occasionally used for balls, and on the walls were hung in frames the different orders which the King had received from European sovereigns. Portraits of the various kings and queens of Hawaii were also arranged in order. The most conspicuous object on the walls of the drawing-room was a water-colour portrait of Queen Victoria. The rooms were panelled with native woods beautifully polished, and the whole palace was far handsomer and more splendidly furnished than I had expected to find it. It stood in the midst of extensive grounds, which were well laid out and excellently kept. The Queen did not appear, the King stating that she was not very well, and that she only understood English imperfectly.

In the evening we dined with Major W., who had been the British Commissioner and Consul-General in Honolulu for over twenty years, but was then in rather feeble health. At dinner I met Captain B., late of the Hyacinth, and Mr K. of the Cormorant. The U.S.S. Adams left this day for San Francisco.

On January 16, Captain W. of the Dolphin and myself drove out to Waikiki to lunch with Mr C. This gentleman had lived on the spot for twenty years, in the course of which he had built for himself an extremely pretty place, consisting of two neat bungalows, surrounded by well-kept gardens, in which were numerous trees and shrubs of rare and valuable species. Afterwards I visited the Government Museum, which possessed a tolerably fair collection of Hawaiian antiquities, though nothing like so valuable as it formerly had been, as the King had given away to distinguished visitors many of the most important and interesting articles. The gem of the collection was a feather-helmet anciently worn by the principal chiefs. This helmet, which was the only one then remaining, was in a splendid state of preserva-

tion, and was made on a wicker-work foundation overlaid with small scarlet and yellow feathers, so skilfully laid on as to conceal the basket-work underneath. The shape of the helmet was decidedly classical. The other things which I saw in the museum were scarcely worth recording. A far more interesting collection was that belonging to a private individual, Mr B., with whom we went to lunch on the following day. His museum contained a marvellous aggregation of old Hawaiian curiosities. Unfortunately it was rather difficult to examine them, as they were contained in a dark basement. Mr B., however, was then building a large room for them; and when that was completed, he intended to have all the various articles in his museum carefully arranged and catalogued; and when this is finished, it will indeed be a most interesting collection, and one of the sights of Honolulu most worth visiting. Many of the things which he possesses are nowadays exceedingly rare, and some of them are quite impossible to be obtained.

Amongst other institutions which I visited at Honolulu was the prison, which, though small, appeared to be admirably managed. The prisoners were chiefly employed in road-making; and owing to the want of accommodation there were, as a rule, two prisoners in every cell. We saw two Chinamen, who were lying under sentence of death for murder. They had already been condemned upwards of three months, and it was still uncertain when they would be executed, it being the custom in the Sandwich Islands to allow a considerable length of time to elapse in capital cases between sentence and execution. How far this is just and merciful is a very moot question. From some points of view it would appear as if the best plan would be a summary execution, instead of dragging out the agony of suspense for the wretched criminals; but on the other hand, there is something to be said for a somewhat protracted interval, especially in cases where the prisoner has been convicted on

circumstantial evidence, or when there is the least uncertainty as to his guilt.

A great contrast to one's feelings on visiting the prison is that which possesses one when inspecting such an institution as the Queen's Hospital, which derives its name from the late Queen Emma, by whom it was founded and endowed. This is a most excellently managed institution, standing in the midst of beautifully shady grounds, and is free for all native-born Hawaiians. Foreigners are also admitted as in-patients to the hospital, but they are required to make a payment, which varies according to their means. The expenses of the poorer patients are defrayed by one or another of the many benevolent societies which exist in Honolulu. In the hospital is a ward with private rooms for those who can afford to pay for them. The charge for each room, including board and medical attendance, is $2½ a-day, and these rooms are much used. There are two resident English physicians, besides native doctors and nurses, and all the arrangements in the hospital and throughout the wards reflected the very greatest credit on those who were responsible for its management.

Another very excellent institution which I visited was the Lunalilo Home, founded and endowed by the late king for the accommodation and support of aged and infirm natives of Hawaii who had no private means of subsistence. Fifty persons of both sexes can be received into the home. At the time when I was there the inmates numbered thirty-eight, and all of them appeared to be thoroughly comfortable and happy, as indeed they ought to be, for the treatment which they receive is most generous and liberal, and it would be hard to imagine a more comfortable place in which these poor old creatures should end their days. I tasted the food, and found it excellent; and I was told that the old men were regularly supplied with their rations of tobacco and other little luxuries. I was introduced to one old lady who was an

inmate of the establishment, and who, though over ninety years of age, had but just before been married to a blind man.

On Friday, January 18, a race took place in the afternoon between the whale-boats of the Hyacinth and Cormorant, the distance being 2¼ miles. The former's boat won easily by five lengths. We dined on board the Hyacinth in the evening, which was decorated with flags and Chinese lanterns, and the town band played on the poop, a very pleasant time being spent.

The following day after lunch we drove out to the base-ball ground, where a meet had been appointed to take place for a paper-chase, in which we proposed to participate. About thirty people were present at the meet. The two riders who were selected as hares started punctually at 2.15 P.M., and after giving them twenty minutes' grace we followed. The chase was made on horseback, and the course was round Diamond Head to Waikiki. The road was very rough, and the pace fast; but we had a thoroughly enjoyable gallop, though we were unable to catch the hares, who arrived at Waikiki some time before us.

The two Chinese cooks whom I had engaged declined to continue in my service, and therefore on that day Captain G.'s late cook, a Japanese named Kum Sungya, signed articles.

On Sunday, January 20, I went to morning service at St Andrew's Cathedral. This service, which was held at eleven, was attended by what was called in Honolulu the "second congregation,"—that is to say, formed by those members of the Bishop's flock who were opposed to him, and who therefore refused to attend the service at which he officiated. The choir consisted of ladies belonging to the congregation, and the singing was very good.

I have already spoken at some length about the admirable institutions which are in existence at Honolulu, and my

account of these would be imperfect if I omitted a description of the Kamehameha schools, which, accompanied by Mr B., I visited on Monday, January 21. These schools were founded and endowed by the late Mrs B., who had left the whole of her property for that purpose. They were intended solely for native boys of the upper artisan class, and had been in operation about eighteen months. In addition to sound commercial education, the boys were each being taught some trade, as, for example, that of printers, plumbers, carpenters, wood-turners, or blacksmiths, according to the natural bent of their character and inclination. Besides these they were being instructed in arithmetic, geometry, algebra, dictation, freehand and mechanical drawing, physical geography, history, reading, penmanship, and moral instruction—in short, they have all the advantages of education which are provided by a first-class English grammar-school. Moreover, they received special lessons in music, for which the natives of Hawaii show a remarkable aptitude. The different specimens of the pupils' handiwork which we were shown in the various workshops and departments were indeed most creditable to them. The institution was in all things evidently very admirably managed, the only doubts impressed upon the mind of the writer being whether the boys were not being brought up above their station in life, and whether, considering the homes that they would go to on leaving the school, they were not being too luxuriously housed and treated. Every boy had a separate bedroom to himself, comfortable and substantial, and furnished with every arrangement which could conduce to his comfort. There were altogether four boarding-houses in the schools, the charge for each boy being $40, or about 8 guineas, a-year, which charge is inclusive of all expenses. There were at the time of my visit ninety boys in the senior, but it was intended to increase the number to 140, the ages of the pupils varying from thirteen to twenty. A preparatory

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school for small boys had also been opened in connection with the upper establishment, the pupils for this latter being between the ages of seven and twelve, and the charges being $60, or 12 guineas, a-year. In this preparatory school there were twenty-six sharp-looking and intelligent little boys, all busily at work at the time of my visit.

Tuesday, January 22, the U.S.S. Dolphin sailed for Japan, and Captain G.'s successor arrived from San Francisco.

I visited him on board the Alert on the following morning, and was much pleased with his courtesy and kindness. He bade me make full use of him in any way in which he could be of assistance to me.

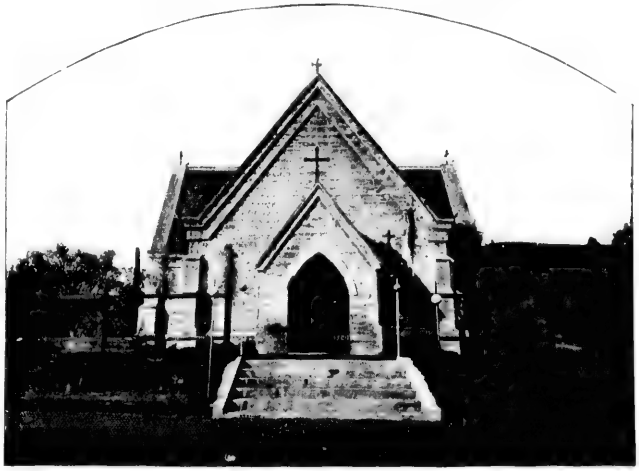
On the evening of Thursday, January 24, we attended a dramatic entertainment on board the Cormorant, which was entirely got up by the A.B's. The stage had been erected on the port side below the poop, and was prettily decorated and effectively illuminated. The blue-jackets presented the various characters remarkably well, especially those to whom were allotted the female parts. Some of the songs were really excellent, and the step-dancing of two of the men was particularly clever and good. Princess Kaiulani was present at the entertainment, as also a large number of the *élite* of Honolulu.

The following day was one of great excitement on board the yacht, for we had decided to give a party in the evening, as a small return for the unbounded hospitality with which we had been everywhere received. Throughout the morning and afternoon busy preparations were going on on board. All the gear about the decks was removed, and a screen erected right across the deck by the side of the foremast. Side-screens and heavy awnings were also put up, and these were completely covered over with foreign ensigns and signals. One of the officers from the Alert with a couple of his men assisted us greatly in draping the flags and in decorating the yacht. The after-skylight became a mass of

roses and flowers, with fairy-lamps embedded amongst them. Along the boom we hung Chinese lanterns, whilst clusters of ship's lamps, borrowed from the Alert, enlivened and illuminated various parts of the deck. By six o'clock all preparations had been completed, and when the lights were lit the effect was highly picturesque. Shortly before eight the guests began to arrive, and in less than half an hour every one who had been invited had come. Altogether, we had 50 people on board, in addition to 45 sailors from the men-of-war. We should have invited more, but feared that there would not be space for their comfort. As it turned out, however, there was not the slightest crowding, and we could easily have accommodated a great many more. One o'clock had struck before the last of our visitors had departed, every one of whom, on bidding us farewell, expressed the great enjoyment which they had experienced; and we were satisfied to think that everything had passed off well, the full pleasure of the evening being only marred by the conduct of the sailing-master and chief officer, both of whom became the worse for drink, and disgusted several of the visitors by the bad language which they used on deck.

Next morning we visited the royal Mausoleum in company with Mr C., who had kindly procured from the King a special order of admission. This, I was informed, was the highest mark of attention which could be shown by the King to a stranger, and we were the first to whom permission to enter had been granted since the visit of the Lamberts in the Wanderer in 1881. The Mausoleum is situated on a rising ground immediately overlooking the town and harbour, and a short distance up the Nuuanu Avenue. It was a pretty Gothic building, standing in an enclosed space of ground. At the time of our visit it contained the remains of the Kings Kamehameha I., II., and III., the Princess Likelike, and various other members of the royal family. The coffins, which were very massive, were made of native wood beauti-

fully polished, and were ornamented with silver crowns and coats-of-arms. In the vestibule are deposited the remains of Mr Wyllie, an Englishman, who long held a Government office at Honolulu, and who was much respected and beloved by the natives of Hawaii. A large vault had recently been constructed in the grounds outside the Mausoleum, and several coffins, including that of Queen Emma, had been transferred to this new vault from the Mausoleum. Here



Royal Mausoleum, Honolulu.

also, in a separate grave, are buried the remains of James Young, a native of Yorkshire, who formed one of the crew of a whaler, captured by the natives towards the close of the eighteenth century. James Young became a very important man in Hawaii, and was one of the most trusted ministers and advisers of Kamehameha I., and it was in a great measure owing to his exertions that the group became united into one kingdom. The Mausoleum and the other royal burial-place beside it are regarded by the natives with superstitious awe and veneration, and a strong feeling exists

amongst them that Europeans should not be allowed to visit them.

H.M.S. Conquest arrived from Callao *viâ* the Marquesas Islands, and on Sunday, January 27, we attended morning service on board her. The singing of the crew was devotional and spirited, and the naval chaplain whom she carried on board preached a short and simple sermon, good and much to the point. Princess Kaiulani was a member of the congregation.

About six miles from Honolulu is a place called the Pali, and thither we drove after lunch next day. The road passes up the Nuuanu Avenue, and gradually ascends amidst beautiful scenery until it reaches the top of the Pali. This word "Pali" in the Hawaiian language signifies a precipice, and on arriving at the top one can well understand how thoroughly it deserves its name, for upon one side is a sheer and awful descent of at least 1200 feet; and from this point of vantage one can see the sea on both sides of the island, and the view in every direction is extensive and magnificent. The spot is also celebrated in the history of the country, for here was the scene of the last stand made by the followers of the King of Oahu when Kamehameha I. invaded the island. In the decisive battle which was fought between the rival kings the new-comers defeated the former inhabitants with tremendous loss, and drove large bodies of them over the precipice.

After dinner on Tuesday, January 29, a large party of us attended an amateur performance of "Patience" at the Royal Hawaiian Opera-House. I had expected to see a shabby and indifferent building like most of the theatres which I had seen since leaving England; but to my utter surprise I found the little opera-house of Honolulu an exquisitely beautiful and well-arranged theatre. The piece was well mounted and excellently played,—the whole performance reflecting the greatest credit upon the amateur company in

general, and upon Mr P., of H.M.S. Cormorant, in particular, to whose skill and energy as stage-manager the smoothness and success of the piece was in a great measure due. Many of the songs and dances were enthusiastically encored.

Our preparations for departure had been going on for the last two days, and I fully intended to set sail upon the day succeeding the performance of "Patience,"—that is to say, Wednesday, January 30. In accordance with this intention Captain A. kindly sent his steam-cutter off to us early that morning to tow us alongside the wharf, where we filled up with fresh water. After settling sundry small bills on shore we got under way just after noon, but not before I had had some trouble with three of my men who had gone ashore without leave and had returned the worse for drink, being caught, moreover, in the act of trying to smuggle some liquor on board.

Having exchanged farewell signals with the men-of-war, we sailed out of the harbour, being favoured by a nice breeze. After lunch I discovered that the sailing-master was also the worse for drink; but hoping that the effects would soon pass off, and that now we were once more at sea all would go well, I thought it more prudent to say nothing about it. However, he repeatedly went below at short intervals, and every time he returned on deck it was evident that he had been taking more. By half-past four o'clock he was in such a condition of intoxication that he was absolutely unfit for duty. I therefore decided to put back to Honolulu, not thinking it prudent to coast along such a dangerous shore with a drunken skipper. On passing the signal station on Diamond Head I hoisted signals for a pilot, and on arriving off the outer buoy Mr C. went off in the lifeboat to notify Captain O. of H.M.S. Conquest. Meanwhile I ordered Hunt to remain below in his cabin, but he doggedly refused to obey my commands. Shortly afterwards the pilot came off, and by 6.15 P.M.

we were again moored in our old berth. Immediately I went off to the Hyacinth and saw Captain A., after which I telephoned to the British Vice-Consul, asking him to send off police to remove Hunt from the yacht. At half-past seven three policemen came and took him ashore amidst a great deal of excitement amongst the men on board, who gave evidence of a slight disposition to mutiny, and for a short time I was afraid that they would forcibly resist his removal. Fortunately, however, they soon quieted down, and the policemen were allowed to take off their prisoner without any opposition or disturbance.

Next morning I applied to Captain O. for a naval court to try Hunt, and my application being granted, the court was ordered to assemble at 10 A.M. on the following day at the Consulate. Meanwhile I arranged with a Captain Holland, who had been strongly recommended to me, to come as my sailing-master as far as San Francisco, the agreement being that if we mutually suited one another he should receive a permanent appointment.

The naval court for the trial of Hunt assembled at the time and place appointed. The prisoner was charged with drunkenness and insubordination, the latter consisting in his refusal to go below when ordered by me to do so. The man had practically no defence, and he was found guilty of the first charge, but acquitted of the second. He was sentenced to be reprimanded, dismissed from his ship, and to pay the expenses of his arrest. A further record was entered by the court that they considered the evidence of my chief officer, Mr Lawless, totally unreliable and in the highest degree unsatisfactory.

The following day I paid off Hunt at the Consulate, after which he came to the yacht to pack up his effects, finally leaving the vessel at 2 P.M. When it came to his actual dismissal I could not help feeling sorry for him; but after all, I had given him several chances, and at his trial I made

no mention of his previous conviction at Tahiti, wishing to deal as leniently as possible with him. He had lost a good berth, and I do not know what became of him; but sad and disagreeable as the episode was, he had only himself to thank for all that happened.

On Sunday, February 3, I attended Mass at the Catholic Cathedral at 7 A.M., at which the Bishop of Olba preached in English. Soon after breakfast we prepared for sea, and at 11 A.M. Captain Holland came on board to enter upon his duties. We then commenced to get under way; but it took us a longer time than usual, as the men were working evidently in a half-hearted manner, and the effects of the late unpleasantness were still clearly rankling in their hearts. To make matters worse, two men, who had become friends of the crew, were towing alongside the yacht in a boat, and when they cast off, it capsized, the men being left struggling in the water. Fortunately, however, a sailing-boat happened to be near, and they were rescued without any more damage than a thorough wetting and a temporary fright. For the second time we exchanged signals of farewell with the men-of-war, and on this occasion we did actually turn our backs upon Honolulu, of which we shall always retain the pleasantest recollections, from the genial kindness and unstinted hospitality which was displayed to us by every one with whom we came in contact, from the King himself down to the humblest native.

CHAPTER XXVIII.

AT SEA—A SPLENDID RUN—SAN FRANCISCO—THE AMERICAN INTERVIEWER—A CALIFORNIAN RESTAURANT—THE NEW BUSH STREET THEATRE—THE OCCIDENTAL HOTEL—ARTICLES ON OUR VOYAGE IN THE NEWSPAPERS—THE BRITISH CONSUL—A TROUBLESOME CUSTOM-HOUSE OFFICER—THE PRESIDIO—H.M.S. ICARUS—A CHAPTER OF ACCIDENTS—I LOSE MY NEW SAILING-MASTER AND ENGAGE ANOTHER—SPARRING AT THE CALIFORNIA ATHLETIC CLUB—I MAKE A CONSIDERABLE CHANGE IN MY SHIP'S CREW.

February 4–28, 1889.

WE were now bound direct for San Francisco, a distance of a little over 2000 miles nearly due N.E. from Honolulu. For the first three days we did a moderate run under a light breeze, which, however, was for the most part in our favour.

On Thursday and Friday, 7th and 8th February, we had a magnificent breeze, and made 471 miles in the forty-eight hours. The weather now began to get decidedly colder, and during the nights the air was quite sharp.

Sunday, February 10, was a beautiful bright sunny day, and our record at noon for the last twenty-four hours registered the highest that we had made since commencing our voyage. Our run was 270 miles, which was 18 miles more than any we had previously accomplished in one day. Soon after noon, however, the wind dropped, and for the next two or three days we were very much baffled.

On Tuesday, February 12, we passed the dead body of a man, which appeared to have been in the water for some time. Our attention was first attracted to it by a large number of birds which were hovering over it. This was the second corpse which we had passed on our voyage. That day, for the first time since leaving Smyth's Channel, we were obliged to have a fire in the saloon. The wind now freshened again considerably, and we had a nasty spell of mist and rain.

The weather steadily grew worse, and a heavy cross-sea gradually rose, until at sunset on February 14 we were compelled to stow the mainsail and to heave to under close-reefed storm trysail and staysail. The barometer fell considerably, and there was every indication of unpleasant weather ahead of us.

Next morning we commenced running again, but the wind continued to blow hard all day. The sea broke over us at frequent intervals, and some water got into the saloon.

However, before noon on the following day the atmospheric disturbance had disappeared, and we were favoured by fine weather, the air being crisp and pleasant.

Nothing noteworthy occurred until Thursday, February 21, when at a distance of about 50 miles from San Francisco we sighted land at 2 P.M. Favoured by a pleasant breeze, we rapidly ran along the coast all that afternoon, and by 7 P.M. we were abreast of the South Farallon. Unfortunately the weather came on very thick, and a dense fog ensued, completely obscuring our view of the light, until the moon rose shortly before midnight, when the sky cleared and we were able once more to see our way.

At about 2 A.M. we met a pilot-boat, and took a pilot on board, as the weather gave indications of becoming thick again. However, owing to the influence of a light breeze, it luckily remained clear, and we came safely to anchor in San Francisco harbour, opposite to Pacific Street Wharf, at 6.30

A.M. of Friday, February 22. We had thus taken nineteen days in our passage from Honolulu.

The Bay of San Francisco is certainly noble and grand, and with the single exception of that of Rio, it is in my opinion the finest I have ever seen. The view as one enters through the Golden Gates is very fine, the only drawback to the perfection of the scenery being the want of trees clothing the hillsides, a remarkable feature of the Rio harbour. Although there was naturally an immense amount of shipping in the harbour, I was surprised to see no men-of-war. There were, however, two small Revenue cruisers, named respectively the Rush and the Corwin. It being the anniversary of George Washington's birthday, most of the ships were gaily dressed, and we hoisted the American ensign at the main.

Having received a visit from the inevitable American interviewer, who pestered me with questions of every kind concerning all the details of my voyage, I landed and went immediately to the post-office, hoping to find some letters awaiting me. This Government building was a most dilapidated and second-rate edifice, such as one would scarcely have expected to find in a flourishing town like San Francisco. My letters I afterwards found at the British Consulate, whence I repaired to the Occidental Hotel, situated in Montgomery Street, and chiefly patronised by naval and military men. Montgomery, Market, and California Streets are those in which the principal shops are to be found, many of which, according to my judgment, outrival those of London and Paris. The streets themselves are extraordinarily wide and spacious, and they are lined on both sides with magnificent buildings. One can scarcely realise, as one wanders through the handsome fashionable quarters of the town, that this splendid city of modern enterprise was standing upon a site which even within the last forty years had been nothing but a sandy waste.

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CLIFF HOUSE AND SEA-LION ROCKS, SAN FRANCISCO.

On the following day, in accordance with the invitation of Mr C., to whom I had given a passage from Honolulu, we lunched at one o'clock in an American restaurant, where we had a most excellent repast indeed. The Californian oysters with which we were served were especially worthy of notice. The shells were very small, and the oysters themselves not nearly so large as our famous Whitstable natives; but the flavour of them was more succulent and pleasant than that of any others I had previously tasted out of England.

After lunch we drove for about three miles in a cable car to the Golden Gate Park; but as we had arranged to go to the theatre in the evening, we unfortunately had no time to enter the park itself. On our way we passed numerous elegant and well-constructed villas, built for the most part of wood, as indeed are almost all the houses and edifices in San Francisco. From what one could see of the town, stone and brick must be a rarity in the neighbourhood. Many of the streets of San Francisco are very steep, and consequently the cars are generally on the cable principle, which is an excellent system for steep gradients. They go at a rapid pace and are very easily controlled, and the fares, it seemed to me, exceedingly moderate. We paid five cents or 2½d. each, and this, we were informed, would have taken us for any distance.

The theatre which we attended in the evening was the New Bush Street Theatre. The house itself was pretty and well constructed, and the audience was a large one. But of all the pieces I have seen, I could scarcely imagine a more stupid and uninteresting farce than that entitled "A Hole in the Ground," which was the only piece presented.

On returning to the yacht I found that the evening had set in wet and dirty; and during the night we dragged our anchor, fouling the Rush, breaking our martingale, and damaging her rail.

The next day was Sunday, February 24, and we lunched and

dined at the Occidental. The charges seemed to me extremely moderate, considering that it was a first-rate hotel. They were on the usual system practised in America—namely, *en pension;* and the charge was three and a half dollars, or a little less than 15s. a-day for a large bedroom, with a bath-room attached to it, and five excellent meals, every one of which was equal to any corresponding meal that one could get at a London hotel.

I was much amused during the afternoon in reading several long articles upon our voyage which had appeared in the San Francisco newspapers. Most of them purported to give veritable reports of conversations which their correspondents had had with me; though with the one exception of the interviewer whom I have already mentioned above, I had never spoken to another reporter. This, however, as I learned, is the usual custom with American papers, the editors of which are by no means particular, provided that they can fill their papers with something to catch the public eye. One of the articles on our voyage was headed in large capitals, "Girdling the Earth"; and another thus: "Captain Dewar sees the Lights of the World at his Ease." Certainly, American newspapers and periodicals are conducted upon different principles of social etiquette from those which prevail in England or on the Continent; and to one like myself, who is not accustomed to them, they seem, to say the least of it, to verge upon impertinence in their personal remarks.

Next day I made the acquaintance of Mr D., our Consul at San Francisco. He had only been two years in his present position, to which he had been promoted from Baltimore. I found him most kind and obliging, and it was not long before I had occasion to avail myself of his services. In the afternoon of that day I received a message summoning me to the Custom-house. On arriving thither I was informed that my yacht must be entered under the

same footing as a merchant vessel. I explained to the collector that private yachts were always exempt from this regulation, and that we ranked as an English man-of-war. He refused, however, to accept my statement, and I was obliged to obtain a certificate from the British Consul to that effect. Even when I returned to the Custom-house armed with this document, the collector still refused to comply with my desires, and the utmost that I could obtain from him was that he promised to suspend the matter until he had received instructions from Washington. For this purpose he despatched a lengthy telegram, in the course of which he took the opportunity also to inquire whether I was entitled to ship goods out of bond, and for this telegram he made me pay.

On Tuesday, February 26, accompanied by Captain and Mrs G., who had arrived from Honolulu, we went by tram to the Presidio, as the headquarters of the cavalry and artillery troops stationed in San Francisco are called. The General in command was Captain G.'s own brother, who was delighted to welcome him back to San Francisco, and he also received us most hospitably and courteously as being his brother's friends. The barracks stood in the midst of a large extent of ground, most of which was very tastefully laid out. The officers' quarters consisted of detached cottage residences, with gardens in front, all of which looked homelike and comfortable. I was informed that this was the custom throughout the United States, the Government always providing the married officers with excellent quarters rent-free, in addition to which their ordinary pay is considerably higher than that of English officers. We witnessed a dismounted parade: the troops consisted of two batteries of artillery and one squadron of cavalry. These were drawn up in single rank, and were put through their manual exercise, which was much longer and more complicated than ours, and in which they acquitted themselves remarkably

well. When this was over they marched past in quick time, then wheeled into line, and advanced in review order. The band was marched up to the place where we were stationed, and, in accordance with General G.'s orders, they played "God save the Queen" as a graceful compliment to us. The band was evidently well trained, and indeed all the troops appeared to be excellently drilled, their dressing and distance being admirably kept. The cavalry wore yellow plumes in their helmets, and the artillery red; and this, so far as I could see, was the only difference in their uniforms. On my return to the yacht I found that H.M.S. Icarus had arrived from Panama during my absence on shore.

The following day, Wednesday, February 27, we spent the morning in an endeavour to kill off the rats which had been infesting the yacht ever since our departure from Callao, and which had increased in such rapid proportions that the nuisance had assumed the dimensions of a pest. Accordingly, we closed up all the hatches of the ship, and lit three fires of sulphur and charcoal below. We did not open the vessel up again till four o'clock in the afternoon, when the smell of sulphur became most overpowering. We were greatly disappointed at the result of our operations, for we could only discover seven dead rats. More than this, a little black kitten, which we had got at Callao, and which we had rescued from a watery grave at Suva, had been forgotten and left below, and poor "Miss M'Clean," as her name was called, thus met her death from suffocation. An unfortunate accident also happened that day to Mr Nicholson, who, whilst going below to his cabin, fell down through an open hatch on to the ballast, and broke three of his ribs. After taking him off to the Icarus, where he was examined by the ship's surgeon, I removed him to the Marine Hospital on shore, having obtained an order for the purpose from the British Consul.

Holland, the sailing-master whom I had engaged at

Honolulu, now informed me, to my great regret, that having been offered a ship by Crauford & Co., in whose employment he had previously served, he had decided not to proceed any further on the voyage with me. He had done his duty excellently during our passage from the Sandwich Islands, and I had greatly hoped to have had the benefit of his services to the end of the voyage. However, I was fortunate enough to meet with another master without delay, for that same afternoon I engaged a certain Captain Carrington, who came to me with excellent testimonials.

In the evening I witnessed an exhibition of sparring at the California Athletic Club, the entrance being confined to the members of the Club and a few specially invited guests. The building was large and capable of holding a great number of people, and yet it was crowded to overflowing. I was accommodated with a seat in the gallery, from which I had a first-rate view of all the proceedings. These commenced with two matches between amateurs, which presented no features of any special interest; but at 9.20 P.M. the grand event of the evening came off. Two professionals named respectively Zolinski of San Francisco and Joe Glover of Chicago had been pitted against one another for a considerable stake. Four-ounce gloves were used, but for all practical purposes the pugilists might just as well have used their bare fists. The fight lasted for over an hour and a half, and was pronounced on all hands to have been gamely contested. It was evident, however, from the first, that Zolinski far outmatched his companion in science; and only the dogged pluck exhibited by Glover enabled him to hold out so long as he did. In the end, when his second threw up the sponge, the poor fellow presented a terrible spectacle, whilst Zolinski had received scarcely a scratch. I had long wished to witness a prize-fight, but from what I saw upon that occasion I should never desire to see another.

As may be gathered from various incidental events during

the latter part of our voyage, several of my ship's crew had worked themselves up into a very unsatisfactory condition of insubordination and want of amenity to discipline. I therefore determined, whilst I was at San Francisco, to pay off some of the worst offenders; and consequently on Thursday, February 28, I despatched five of the old hands, and engaged seven new men to take their places. From the experiences which I had gone through I had become quite disgusted with the class of men who had been serving under me, and nothing would ever induce me to attempt a voyage again with a Highland crew. In accordance with the advice of Mr D., the Consul, I sent a police watchman on board the yacht to see that those whom I had newly engaged did not change their minds and run away. It is always the custom in San Francisco, when vessels ship a fresh crew, to employ these watchmen, who are licensed by the authorities, and who receive five dollars a-day for their services. It is necessary to engage them, because if a man once gets ashore no assistance is rendered by the police to recover him; and when the watchmen are on board the sailors are very chary of making the attempt to leave the ship, because by the licence which they receive from the authorities they are permitted to fire upon them if they do.

CHAPTER XXIX.

CHINA TOWN—A "JOSS-HOUSE"—OPIUM-DENS—A CHINESE THEATRE—HANG FER LOW RESTAURANT—MORE CHANGES IN MY CREW—AN EXCURSION ROUND THE BAY—SAUSALITO—THE RIVAL YACHT-CLUBS—THE NYANZA TAKES UP HER POSITION AT SAUSALITO—REPAIRS ON BOARD—SAN QUENTIN—THE GOVERNMENT PRISON—A HARD CASE—CRUISING IN THE BAY—TIBURON—ANGEL ISLAND—"A LANG GRACE AND NAE MEAT"—PREPARATIONS FOR A TRIP UP THE SACRAMENTO RIVER.

March 1–25, 1889.

ONE of the most curious and interesting portions of the city of San Francisco which we visited is that which is commonly known by the name of "China Town." As its name implies, this quarter of the city is occupied solely by Chinese, who live in dense masses closely packed together, their numbers at the time of my visit being calculated at about 22,000 altogether. Amongst the other places which we entered was a chemist's shop, where we found the proprietor busily engaged compounding a mysterious-looking prescription for a patient. This, as I was informed by the guide who conducted me, was composed of dried insects and herbs, which was to be dissolved in certain quantities in hot water, and drunk at intervals by the patient. Then we visited a "joss-house," as the Chinese temples are called. This was handsomely fitted up with bells, incense-jars, and other articles, all imported from China, the principal objects of interest being some carved copper screens representing events in Chinese history.

In the centre of the temple was a kind of alcove, in which were seated three gods,—that on the right hand being Rowan Tai, or the God of War; that on the left, Nam Hoi Hung Shing Tai, or the God of the Southern Seas, who was believed to have control over fire; whilst in the centre sat Yum Ten Tin, or the God of the Sombre Heavens, whose office was to extinguish fires and control waters and to prevent drought. A large number of lesser divinities were stationed in different parts of the temple, but these three were evidently the principal gods. In front of them were burning incense-sticks, whilst sacred offerings lay before them, consisting principally of vegetables, meat, and tea.

On leaving this temple we proceeded to explore some of the lowest class of lodgings and opium-dens, in which the people were lying herded together like pigs in tiers and bunks, one above another. There was no attempt at regulation in any of these dens, and the smell of opium and unclean humanity combined was too overpowering and sickening for words to describe. It was with a sigh of intense relief that I escaped from these miserable rookeries, and was able once more to inhale into my lungs something like fresh air.

Our next visit was to a Chinese theatre, of which there were then two existing in San Francisco. The house was packed to overflowing, but I could make little or nothing out of the performance. The piece was not divided into acts as with us, and the only attempt at scenery was puerile in the extreme. For example, a branch stuck on a chair was supposed to represent a forest; whilst trees, fields, houses, &c., were represented by devices and implements of an equally ridiculous nature. All female parts were taken by men, and the orchestra was composed of about half-a-dozen musicians, who emitted unearthly discordant sounds from tom-toms and other unmusical instruments. My guide informed me that the play would last from 4.30 till midnight.

My tour of inspection through China Town was concluded by a visit to the Hang Fer Low Restaurant in Dupont Street, which was frequented by wealthy Chinese. Here I found myself in a place presenting by its comfort and luxury a remarkable contrast to most of the other buildings which I had entered in the Chinese quarter. The dining-room was gorgeously decorated in oriental style, all the furniture, as well as the cooking utensils, having been imported direct from China. The most delicious tea which I had ever tasted was served up to us in delicate porcelain cups, and the beverage was certainly most refreshing, for the taste and the smell of the opium-dens was still clinging to my palate. From what I had seen in the course of my visit, I could no longer wonder that in every civilised country and town the inhabitants object to the immigration of Chinese natives.

The next day I paid off the chief officer and another of my old hands, so that from that time, out of all those who had sailed with us from England, there were only four remaining. Captain H., of the U.S. Revenue cruiser Rush, had kindly invited us to go on an expedition round the bay in his vessel during the afternoon, and the excursion proved most delightful and interesting. Altogether there were about sixty people on board, including the captain of the Icarus, and Captain H. entertained us with a most excellent luncheon. Having steamed past Sausalito and Tiburon up to within two miles of the Navy Yard on Mare Island, we returned to our starting-point a little before six in the evening. The afternoon was rather chilly, but the weather was beautifully fine, and one and all thoroughly enjoyed the expedition. My first impressions of the bay were strengthened—namely, that it is a noble harbour, the scenery round it being charmingly pretty, but that it lacks the grandeur and tropical luxuriance of the Bay of Rio de Janeiro.

The following day, Sunday, March 3, a small party of us, who were the guests of Commodore C., went by steamer to

Sausalito for lunch. This place forms the headquarters of the yachting fraternity of San Francisco, and it is situated about seven miles from the city itself. The Pacific Yacht Club have a handsome building here, standing in lovely grounds which slope gradually down to the edge of the bay. The view from the verandah was one of the finest which I had ever witnessed in my life. Another yacht-club, called the "San Francisco," also had its quarters at Sausalito, but, though the older club, it was not so enterprising as that of the Pacific, and neither the situation of its buildings nor the size and beauty of its grounds were to be compared with those of the latter. The two clubs did not exist upon very good terms, as many petty jealousies were rife between them. This charming watering-place is also a favourite summer residence for many of the city merchants and others, and handsome wood-built villas are dotted about in all directions.

After an excellent lunch at the Club-house we strolled about the grounds till the time arrived for our return to the city, and I was so charmed with the place that I decided to take my yacht over and have her refitted there. In the evening we dined at Black Point, the residence of General M., who was in command of the Department of Columbia, and considered one of the ablest and most brilliant men in the United States service. He had seen a great deal of frontier warfare against the Indians, and he treated us to many interesting and piquant anecdotes of his military experiences. He also showed us a great quantity of marvellous curiosities, with which his house appeared to be stocked from basement to garret. It was commonly believed that he had a very good chance of becoming some day Commander-in-Chief of the United States army.

Tuesday, March 5, H.M.S. Icarus sailed at noon for Esquimalt, British Columbia, and we ourselves were towed to Sausalito, where we took up our position abreast of the Pacific Yacht Club. We had scarcely dropped anchor before

the Commodore of the San Francisco Yacht Club came off to tell us that a far better anchorage was to be found opposite to his club. This, of course, was simply owing to the jealousy which I have mentioned as existing between the two clubs. I received him politely, and quieted him by saying that if I found my present position unsatisfactory I would certainly take his advice and shift to the other quarters.

The next few days were dull, chilly, and unpleasant. The mornings were raw, and in the middle of the day it generally rained heavily. The operations of repairs on the yacht had been commenced, and I therefore took most of my meals at the Pacific Club, of which I had courteously been made an honorary member.

On Saturday, March 9, I went ashore after lunch and called on Commodore H., the head of the San Francisco Club, in return for the visit which he had made to the yacht when we first anchored at Sausalito. I was interested to find that he was one of the oldest members of the Royal Thames Yacht Club, though he had resided at San Francisco for many years. He was then in the act of building himself a very handsome house on the hill overlooking the bay, and commanding a most magnificent and extensive view.

For the next fortnight I scarcely left the ship at all, as the weather was wretchedly bad, and I wished, moreover, personally to superintend the repairs which were going on.

On March 20, two of the new hands which I had shipped at San Francisco informed me that they desired to leave, and I therefore agreed to pay them off. Having done this I started by train for San Quentin, desiring to make the most of a beautifully fine day. We passed through a lovely country, in the midst of which was San Raphael, the great country resort of San Francisco business men. Residences here, as in all the fashionable suburbs of the city, were large and handsome, and appeared to be erected and to be kept up regardless of expense. At San Quentin is stationed the

Government prison on the shores of the bay and about a mile from the railway station. The inspection of this State prison was the main object of my journey, and on my arrival I was received with the greatest politeness by the officials, the chief warder being told off to accompany me round the prison. I inspected the cells, in each of which two prisoners are confined, and from the first I was struck by the great contrast which everything here presented to the perfect cleanliness and good order which I had remarked so strongly in the French Penitentiary at Noumea. The cells and passages were extremely dirty, and in all respects the discipline seemed too lax, the prisoners having evidently a comparatively pleasant and happy time. There were at the period of my visit about 1400 prisoners, who were undergoing sentences varying from six months to life. Of these not more than 30 were women. The prisoners were leniently treated, each man being compelled to work only six hours a-day, the manual labour being by no means severe. As soon as he has completed his six hours, the rest of his time is entirely his own. Some were employed on road labour, but the great majority worked in a large jute-mill, which was fitted up with the most modern machinery. We saw the prisoners at their dinner, which consisted of soup, bread, and a thick stew of meat and vegetables. None of the prisoners, who were dining together in an immense common hall, were restricted as to the amount that they ate, every man being allowed to have as much as he chose. After dinner, rations of tobacco were given out to them, and they were allowed books to read and games with which to amuse themselves. Most of those in prison had probably, nay, almost certainly, never been treated so well in their lives before. Besides this, the sentences were almost always largely remitted, and the warder himself informed me that a prisoner sentenced to penal servitude for life invariably received a free pardon after having done from eight to ten years, provided that he

had not been guilty of any disorderly or unsatisfactory conduct during that time. The only punishments inflicted were loss of marks, and, for very flagrant offences, confinement in a dark cell. The prisoners had, with this exception, free communication one with another, and no restriction was placed upon their talking and intercourse. Two photographs were taken of every prisoner on his first admission to the prison, one in his ordinary clothes and the other in prison garb with his hair cut. There was a chapel attached to the establishment, and services of various denominations were held there on Sundays, but attendance at them was entirely voluntary.

I talked to several of the prisoners, and from one of them, at least, I heard a very remarkable tale. He said that he was an Englishman, and that he had served many years in the British army; that he possessed medals for the Crimea, the Indian Mutiny, and China; that he had been in the 8th Hussars during the Crimean war, and that he had taken part in the famous charge of Balaclava. His name was Thomas Watson, and the warder corroborated all that he said about himself. It appeared from his tale that after his discharge from the British army he had gone to San Francisco to join some relations who had settled there previously, and that three years before my visit to the prison he had been arrested on a charge of picking pockets, and had been sentenced to six years' penal servitude. He assured me that the true facts were these: He had been sitting beside a lady in an auction-room, and noticing a purse lying at her feet he stooped to pick it up, with the intention of returning it to her, when she suddenly turned round and accused him of theft. Prior to this charge he had borne the best of characters, and during his stay in the prison none of the convicts had been better conducted than he. It seemed to me a very hard case; and even supposing the charge were true, which the prison officials themselves very much doubted, a sentence of six years' penal servitude

for a single offence in the case of a man who had hitherto borne an unblemished character did certainly appear to be outrageously severe. The poor fellow was completely broken down, and evidently felt his position acutely.[1]

After lunching with the head warder, who showed me every politeness and attention in his power, I returned to Sausalito by an afternoon train.

The following Saturday, March 23, I cruised about the bay in the steam-launch, visiting in the first place Tiburon, a small village, which forms the starting-point of the Northern Pacific Railway to Cloverdale and places beyond. Thence we went round Angel Isle past lovely scenery, returning to our yacht at half-past four.

Angel Island is a military post, with a small detachment of artillery quartered there. The barracks are situated in a picturesque and romantic position on a slope overlooking the bay.

The next day I attended Mass at the Catholic chapel at Sausalito: the building was small but pretty, and there was a fair congregation. The service was well rendered, but its length was considerably increased by the fact of the priest preaching his sermon twice over, first in Portuguese and then in English. It reminded me of the story in Dean Ramsay's exquisite 'Reminiscences' of the little girl who, under similar circumstances, remarked that it was a "lang grace and nae meat."

The weather was now gloriously fine, and the Pacific Yacht Club was in consequence crowded with visitors in the afternoon.

The following day was spent in preparations for a trip, which I had long planned, up the Sacramento river in the steam-launch, and upon which I had at length determined to start on the morning of Tuesday, 26th of March.

[1] I trust my visit to the prison resulted in some benefit to Watson. An account of his career appeared in the papers next day, and as a result a petition was got up and signed by many inhabitants of San Francisco, asking for a free pardon for him.

CHAPTER XXX.

A TRIP ON THE SACRAMENTO — BENICIA — WE RUN AGROUND — SHORT OF COAL — BLACK DIAMOND VILLAGE — A PRIMITIVE HOTEL — SALMON CANNERIES — RIO VISTA — DRAWBACKS AND HINDRANCES—A RIVER STEAMER—MONOTONOUS SCENERY—A DISAGREEABLE EXPEDITION—SACRAMENTO—THE CAPITOL AND RACE-COURSE — RETURN TO SAUSALITO BY TRAIN — FRESH TROUBLES ON BOARD THE YACHT—DEMOCRATIC INSTITUTIONS—HASTY DEPARTURE FROM SAN FRANCISCO—A NARROW ESCAPE FOR THE SKIPPER—A STORMY NIGHT—ARRIVAL AT VANCOUVER ISLAND.

March 26–April 16, 1889.

I TOOK two men with me, starting at 7.10 A.M. The weather was hazy, and it was impossible to see across the bay; consequently after passing St Quentin we were obliged to steer for Mare Island by compass. On our way we passed within two miles of the Government Dockyard and Naval Depot, shortly beyond which the estuary began to narrow considerably, and we encountered a very strong opposing current and tide. Benicia, which we next passed, is the limit of navigation for sea-going vessels, and the principal port for loading grain. Several British ships were lying alongside the wharves as we steamed by. Five miles above this point the navigation began to grow intricate and difficult. There are many islands studded about the river in this district, and though they were marked on the chart it was by no means easy to recognise them, because they were for the most part level

with the water. The navigable channel, moreover, was extremely narrow, and at every yard of the way we were in danger of running aground. This we at length actually did off Edith Point, being at least three-quarters of an hour before we succeeded in again getting afloat.

I now discovered that we were short of coal, the engineer of the launch having entirely forgotten to fill the bunkers before starting. Even had he informed me of this foolish act of carelessness before we had passed Benicia the mistake might easily have been remedied; as it was, it was quite impossible to procure any more coal for some distance up the river. So far my excursion had been anything but successful, the scenery, moreover, being about as uninteresting as could well be imagined, and there being a complete absence of wild-fowl or game of any description. About 6 P.M. our coal became exhausted, and we were obliged to stop at a cannery on Chipp's Island. We found there only a man and his wife, but they kindly supplied us with all the coal they had, and they firmly declined to receive any payment for it. The total amount was certainly only a few pounds, but it was sufficient to enable us to get a little further ahead. We reached a small village called Black Diamond, near the junction of the Sacramento and Joachim rivers, at 7 P.M.

It was now getting dark, and coal was exhausted; I therefore anchored the launch and went ashore to spend the night at the so-called hotel, which was an exceedingly primitive place. My bedroom, however, was neat and clean, and the cooking, though simple, was wholesome and good. I had only taken two men with me in the launch, and they, after supping at the inn, slept on board. In the vicinity of this village coal-mines formerly existed, and hence the name by which it is still known. It appears, however, that the fuel was of a very indifferent quality, and that it did not pay to work the mines, which had been abandoned for several years.

Before leaving Black Diamond next morning, I was taken

by the proprietor of the inn to inspect a salmon cannery, the employees of which were chiefly Chinese. The actual tinning of the fish was not then in operation, but the men were busily engaged in manufacturing the tin cans, many thousands of which were stocked in readiness for filling. The whole of the operations are carried on by machinery, and an enormous number of tins are daily turned out complete. The fish are put into them raw, after which the tins are soldered down and exposed to the action of steam, until the contents are considered sufficiently cooked. All along the river we saw numbers of these canneries, and from what the landlord told me it was evident that they had a large and remunerative business.

I laid in a stock of coal at Black Diamond, and started on my journey at a quarter-past seven in the morning. It was a wretched day, the rain pouring down without intermission till half-past eleven o'clock, and everything in the boat being saturated through. Our experience of the coal soon convinced us that its evil reputation was well merited. It was almost impossible to keep steam at all, and as, in addition to this, the current was strongly against us, we made but little progress. Soon after noon, however, we reached Rio Vista, which, next to Sacramento, was the largest place on the river, though its entire population did not exceed 600 inhabitants. There were, however, two hotels, the better one of which was shut up, but I procured a cheap though indifferent lunch at the other. Having purchased some coal and wood, we started again at 1.30, but at a quarter-past two the engines broke down, and we were obliged to stop three-quarters of an hour to repair them. Whilst we were doing this, one of the river steamers passed us on the way down to San Francisco. She was a large boat with a stern wheel, and very high out of the water. She had a walking beam engine, and a huge range of deck-houses. No sooner had we proceeded on our course than rain commenced, and continued hard till seven

o'clock. The river grew narrower and the current stronger against us every mile that we advanced; but fortunately the coal which we had secured at Rio Vista was of very fair quality, and thus we were able to keep up a good head of steam. Anything more monotonous than the scenery along the river-banks could not be imagined, the country being perfectly flat, and the banks bordered on each side with tall willow-trees, which effectually shut out any view that there may by chance have been. The extraordinary absence of game and wild-fowl astonished me greatly. The land, however, on both sides of the river was evidently fertile and extremely well cultivated, fruit-growing apparently being the principal industry in the neighbourhood. There were numerous small farms along the banks of the river, and at almost every one that we passed I inquired the distance to Sacramento, receiving strangely different replies in nearly every case.

At nine o'clock in the evening I discovered that the current was running against us faster than we were making headway, and therefore we anchored for a few minutes in order to enable us to raise more steam, after which we succeeded in going ahead at the rate of about a mile an hour. At ten o'clock the engines again broke down, and this time the repairing occupied us upwards of an hour. However, we took advantage of this delay to boil the kettle and make some tea. At 11 P.M. we resumed our journey, being compelled to do so, as we could see no village where it was possible to put up for the night. Fortunately the rain had cleared off at this time, and the night was pleasant and cloudless.

We steamed steadily on up to 4 A.M. next morning, when we anchored to wait for daylight, and to get, if possible, a little sleep. A great number of fishermen were already out with their nets catching salmon, and shortly before anchoring we fouled one of them with the propeller, and it was only

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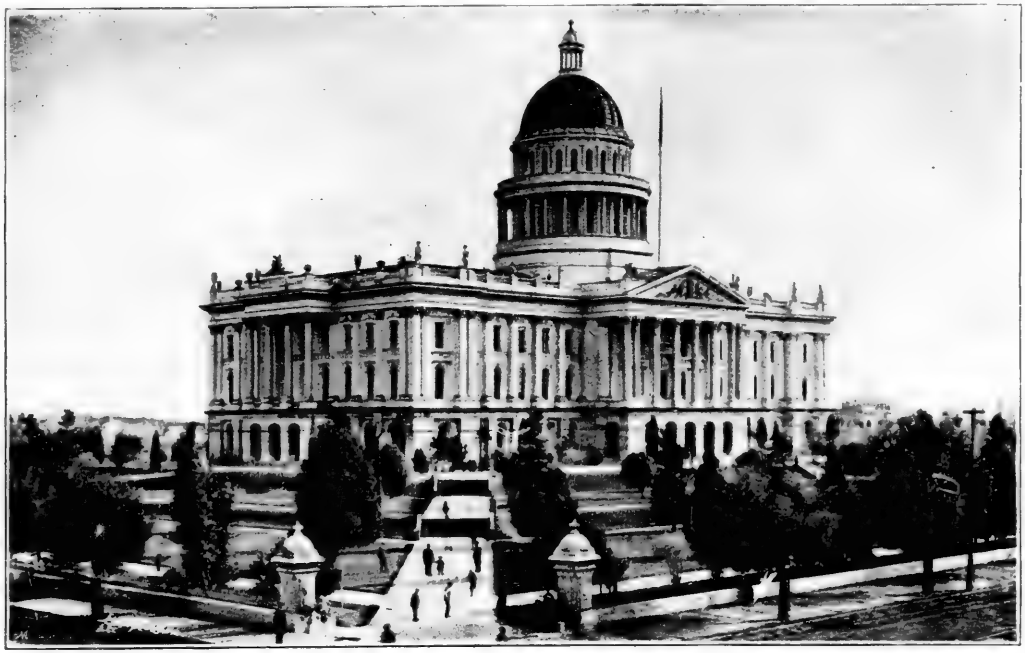

THE CAPITOL, SACRAMENTO, CALIFORNIA.

after a great deal of time and trouble that we were able to get it clear. As I found any attempts at sleep entirely unsuccessful, we started again on our course at a quarter-past five. We had expected, from all accounts, to have been within sight of Sacramento long before this, and as we steamed slowly up the rapid and winding river it seemed as if we should never arrive at our destination. Many a time I bitterly repented having undertaken the trip at all.

Our coal again became exhausted by eight o'clock. A farmhouse happened to be near at hand, and from the inhabitants, who were very kind and polite, I obtained a supply of wood. An hour farther on we came to a large brick factory, where I purchased two bags of coal, and took on board a man who wanted to go to the city. Our spirits were soon after revived by the sight of the town in the distance, and at last we arrived at Sacramento at a little before noon, having been two days and five hours upon the way. Tired, dirty, and altogether dissatisfied with myself and my fellow-creatures, I went ashore as soon as possible, and found my way to the Golden Eagle Hotel. A hot bath and a change of raiment, followed by an excellent lunch, revived my system and my spirits, and I felt myself in a condition to thoroughly enjoy a stroll through the capital of California State.

THE CAPITOL, SACRAMENTO, CALIFORNIA.

Sacramento is a handsome town of about 30,000 inhabitants; but though it is politically the centre of the state, it is only the fourth city in size and the second in commercial importance. The Capitol, which I visited, is a magnificent building, standing in fine well-ordered grounds, and is generally considered to be one of the grandest structures of this kind throughout the United States. It stands in an exceedingly imposing situation in the very centre of the city, and in the midst of a large open space. It is thus free from the crowd of other buildings, and its handsome proportions are well displayed. Another thing which struck me partic-

ularly was the race-course, which was large and extensive, and upon which was a splendid pavilion which was said to have cost over 100,000 dollars. The streets, shops, and houses of the city are all excellent in their way; few of the roads have any pavement, the side-walks being laid down with wooden boards. The hotel was one of the best which I had visited since leaving England; and from what I had so far seen, it appeared to me that American hotels were, as a rule, better conducted and more comfortable than those in England or on the Continent.

Having had quite enough of the river on my journey up, I sent the launch back in charge of my two men, and returned to Sausalito by train, leaving Sacramento at 11.30 A.M. on the following morning, Friday, March 29. The line passed through a country which, on the whole, was romantic and pretty. The landscapes on both sides were mountainous and well wooded, and occasionally we caught glimpses of beautiful valleys and streams. There was only one class of carriage on the train, and this, I believe, is the general rule in America. According to my English ideas it seems an extraordinary and unpleasant arrangement; and certainly I was by no means comfortable upon my journey, for the compartment in which I travelled was exceedingly dirty, the passengers being of all sorts and conditions of men, including several Chinese. Every one was smoking, and the place reeked with tobacco, most of it of a strong and inferior quality. We passed through Stockton, and reached the terminus at Oakland at 5.15 P.M., whence I crossed to San Francisco in the ferry-steamer, proceeding to Sausalito by the six o'clock boat. It was with feelings of decided relief and thankfulness that I found myself once more comfortably on board my yacht.

Troubles again overtook me on the following day, for in the morning the chief officer and the carpenter, whom I had but lately engaged, informed me of their wish and inten-

tion to leave. I refused to allow their discharge, being uncertain whether I should be able to replace them. They replied that being American subjects they were perfectly free to leave my service, as we were in an American port, and that I could not keep them against their will. They had already signed an agreement for a three years' voyage, and as it seemed to me impossible that the law could allow them thus coolly to repudiate their engagement, I immediately went into the city and consulted the British Consul on the matter. To my surprise he informed me that what they had stated was perfectly correct. In the United States articles are no protection to shipmasters, and a sailor can leave his vessel whenever he chooses, being at liberty at the same time to sue the owners for any wages that may be due to him. On the other hand, the Consul informed me that I could not have discharged them myself except by mutual consent. It seems incredible and scandalous that such a state of things should exist in a country which prides itself upon modern civilisation like the United States of America; and if this is the result of democratic government, then all I can say is — I do not think much of a democracy.

The launch arrived in the course of the afternoon, having accomplished with the current as much in nine hours as it had taken us thirty to do against it. This day we received the news of the terrific hurricane at Apia in the Samoan Islands, and of the wonderful escape of H.M.S. Calliope.

On Sunday, March 31, the forecastle cook, who had been on shore the night before, came on deck in a wretched state of drunkenness, and began using very foul language. A large number of boats were near the yacht, some of them containing ladies and children, by whom his remarks could be plainly heard. I therefore ordered him below, but he bluntly refused to obey my orders, and shouted his oaths

more loudly than ever. Not wishing to create a scene by putting the man in irons, I went ashore and brought off a policeman, who removed him from the ship. Several others of the men then demanded leave to go ashore, and on my refusing them permission, they defiantly expressed their intention of going even if they had to swim. As this insubordinate conduct was not for a moment to be endured, I sent the chief officer into San Francisco to get a police-watchman, and I myself stayed on board until his return, in order personally to prevent any attempt at their going ashore. The whole affair was exceedingly unfortunate, for the afternoon was lovely, and the Club-house was crowded with visitors, amongst whom I should have been delighted to find myself, and yet I did not dare to leave the ship. At six o'clock, to my great relief, Mr Henderson, the chief officer, returned with a watchman, soon after which I landed.

The following morning, Monday, April 1, Saunders, the cook, who had been drunk and insubordinate the day before, was taken before a magistrate, Henderson and myself attending to prosecute. The whole proceedings were short and informal in the extreme, Saunders not even being ordered to remove his cap, whilst a constable in whose custody he was lounged familiarly against the wall smoking a long cigar. The magistrate, however, listened attentively to the case, and adjudicated most fairly upon it, reading Saunders a severe lecture, and fining him at the end twenty dollars. He was then ordered to return to his duties on board, and I hoped that his experience before the magistrate would prove a lasting lesson to him. After the case was over I repaired to the Consulate, where I engaged two men in the place of those who had left my service on the previous Saturday, but unfortunately I was unsuccessful in my endeavours to procure a mate.

The next day I shipped another man and a boy, and afterwards went to the Custom-house to clear my goods, which

had been detained there. This was the sixth or seventh time that I had endeavoured in vain to get my articles through the Custom-house, and I was requested to return on the morrow. Between the crew and the red-tape of the American officials, my mind was nearly distracted during my stay at San Francisco. H.M.S. Swiftsure arrived that day from the coast of Mexico flying the flag of Rear-Admiral Heneage, Commander-in-Chief of the Pacific squadron.

The following day I actually did succeed in finishing my business at the Custom-house, the dispute between myself and the officials being settled in an absurdly curious way, for though they refused to allow me to ship my goods from England on board the yacht free of duty, they allowed them to be sent up to Victoria in British Columbia on board a steamer in bond. I was careful to inform the collector in pretty plain language that an American yacht visiting England would have met with very different treatment.

Next day three more of the men refused to work, and I therefore decided to put out to sea at once without telling any of them of my intentions. I felt sure that as soon as we were really on blue water they would come to their senses, for I was certain it was their proximity to the city which made them so difficult to manage. I therefore went ashore and settled up all accounts, bade farewell to the Consul, whose time and good-nature I had unfortunately been compelled to trespass upon considerably, and who, though he was courteous enough to say that he was sorry to part with me, could not, I think, have helped being relieved at my departure.

Our chronometers, which were ashore being rated, were to have been sent on board without fail that day; but they did not arrive until the evening of the next day, Friday, April 5, thus delaying me again another day longer than I had intended. However, this afforded me an opportunity of engaging a mate as far as Victoria, and on Saturday, April 6,

we proceeded to sea in tow of a steam-tug at half-past five in the morning. A nasty sea was on the bar, and we plunged and pitched a good deal in crossing it. At half-past seven the tug cast off and we set sail, speeding on our way at a moderate rate for about a couple of hours, when the breeze gradually died away, and at eleven we were tumbling about in a confused sea caused by the strong tide, and utterly unable to make any way. However, a breeze again sprang up, and we passed between the South and Middle Farallones at 2.30 P.M. A large number of vessels passed us during the day, some bound inward and others outward. I felt more easy now that we were free of San Francisco, my impressions of that city having been grievously marred by the trouble and worry to which I had been exposed. The men now appeared to have settled down, and behaved in a decent and satisfactory manner.

The weather was mild, but the air light and often calm, shifting at other times dead ahead of us, so that for the next five days we made very slow progress indeed. We were now bound for Esquimalt in British Columbia, which was distant from San Francisco about 760 miles.

By noon Thursday, April 11, we were still 644 miles from our destination, having thus made only a little more than 100 miles to the good since leaving San Francisco on April 6. However, on that day a fine fair wind sprang up, sending us along at seven knots an hour, and the next day we did 156 miles. In the evening a tremendous gale came on, and in stowing the mainsail Captain Carrington had a narrow escape of falling overboard. The peak down-haul caught him and flung him over the bulwarks, the next roll of the ship throwing him on deck against the after binnacle, which was knocked down by the collision. He was considerably shaken, but fortunately no serious damage was done, although it seemed really a miracle that he escaped with his life at all.

The night following was one of the worst we had had since leaving England, as the wind blew fitfully in fierce and terrific squalls, whilst the thunder and lightning were almost incessant, the rain pouring down with tropical violence and the sea running tremendously high. Towards morning the wind dropped, and though the sea still kept high, the weather gradually and steadily improved.

We ran 187 miles that day, and 142 the next, and at daybreak on Monday, April 15, we sighted land, and were abreast of the lighthouse on Tatoosh Island at 9.30 A.M. This island stands at the entrance of Juan de Fuca Straits, which separate Vancouver Island from United States territory. The scenery here was very pretty, the mountains rising to a height of 4000 feet, thickly clothed with pine-trees up the greater part of their sides, whilst patches of snow were visible on the higher peaks. A large number of vessels, chiefly American, were entering the Straits at the same time as ourselves, the great majority of them being towed.

It occupied us thirty-three hours making our way down the Straits, and it was not until 6.30 P.M. of Tuesday, April 16, that we found ourselves once more at anchor, just opposite the naval dockyard in Constance Cove, Esquimalt.

CHAPTER XXXI.

VANCOUVER ISLAND—VICTORIA—ESQUIMALT—PLEASANT DEALINGS WITH THE CUSTOM-HOUSE OFFICIALS—H.M.S. SWIFTSURE AND ICARUS—SPORT ON VANCOUVER ISLAND—EASTER AT VICTORIA—THE ROYAL JUBILEE HOSPITAL—A CRICKET-MATCH—WE LEAVE FOR JAPAN—A SEVERE STORM—LOSS OF STEAM-LAUNCH—DAMAGE TO THE YACHT—OUR WATER-SUPPLY RUNS SHORT—WE ALTER OUR COURSE AND MAKE FOR THE SANDWICH ISLANDS—LAHAINA—ANOTHER REFRACTORY SEAMAN—THE LAHAINA-LUNA SEMINARY—OUR VOYAGE TO THE LADRONE ISLANDS—PORT SAN LUIS D'APRA.

April 17–July 5, 1889.

VANCOUVER ISLAND was first discovered by Juan de Fuca in 1592, and roughly surveyed by Cook in 1778. It received its name, however, from the navigator Vancouver. The first settlement was not formed until 1843, when the Hudson Bay Company took possession of it, and founded the first town on the present site of Victoria. The island was constituted a British colony in 1849, was united to British Columbia in 1866, and was finally joined to the Dominion of Canada in 1871. It extends about 290 miles in length, having an average breadth of about 50 miles, and its total area is not less than 14,000 square miles, the greater portion of which, however, as yet remains unexplored. The island is very mountainous, the highest peak rising to a height of 9000 feet. Its chief product is coal, the supply of which is considered to be practically inexhaustible. The average out-

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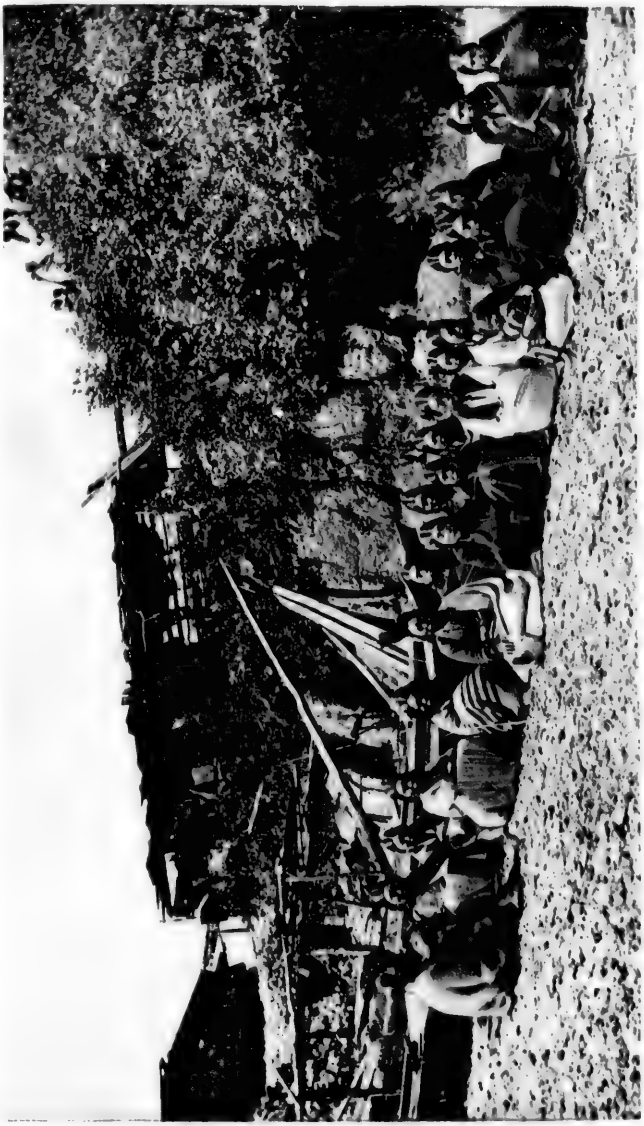


INDIAN WOMEN, QUOTSINO SOUND, BRITISH COLUMBIA.

put of Nainamo for the five years ending 1887 was 250,000 tons per annum. The climate on the whole is mild, the monthly mean temperature at Victoria being 38° in December and 53° in July. The rainfall averages about 36 inches.

The principal city is Victoria, with a population of 22,500 people, and it is prettily situated on the edge of a small harbour bordered with quays, alongside of which vessels of moderate draught can lie to take in and discharge cargo. The main street is wide, and the shops seemed to me to be very good. The electric light and telephones were in full operation everywhere throughout the town. There was also a good theatre and an English club, and altogether the town presented a prosperous and flourishing appearance. From many different points, as one strolled through the streets, lovely views were obtained right across the Straits. An excellent road, 4½ miles in length, extends from Esquimalt to Victoria, crossing an arm of the harbour by a lofty suspension bridge about a mile from the latter town. Nearer to Esquimalt the road passes through a thick pine-forest with beautiful glimpses of landscape.

The village of Esquimalt itself consists mainly of public-houses, most of which are unworthily dignified by the name of hotels. A small church and two stores appeared to me to complete the place. The harbour is provided with a naval dockyard, which is an immense establishment, containing vast stores of ordnance, and indeed it is the only British naval arsenal on the western side of the North Pacific. Notwithstanding this, the port is absolutely unprotected by fortifications of any kind whatever, and in the event of war would be hopelessly at the mercy of an enemy. It seems strange that no steps should be taken by the Imperial Government to render such an important station less open to attack.

On the morning of my arrival I drove into Victoria and went direct to the Custom-house. There I found that the

goods which had been despatched from San Francisco had arrived safely, and I had no trouble whatever with the Customs officers, a pleasant contrast to the difficulties which I had experienced at San Francisco. After lunch I called upon the Admiral and officers of H.M.S. Swiftsure, which was a fine-looking vessel, though equipped with an armament of muzzle-loading guns of quite an obsolete pattern.

The next day Captain A. of the Icarus called upon us, and in company with him I went ashore and inspected the dry

Esquimalt harbour, British Columbia.

dock, which had been opened about eighteen months and was solidly and substantially built. Afterwards I made inquiries concerning the shooting and fishing, which I had been given to understand were exceedingly good on Vancouver Island. Unfortunately, however, I found that the close time for game had already commenced on the 1st of April, so that I was too late to get any shooting. The principal sport consists of deer, and bears are also to be found, though they are rather scarce and very shy. The trout-fishing on some of the lakes in the interior is reported to be of a magnificent description, but those in the immediate neighbourhood of Esquimalt have been so extensively fished that now there is a

scarcity of sport. Later in the season the harbour is generally full of salmon, but there were none to be found there during our visit, and when we hauled the seine on Good Friday, April 19, we only caught a couple of catfish and a few small crabs. The next day we caught a fine cod weighing about 20 pounds.

Easter Eve was spent by us chiefly in paying visits to different people in Victoria to whom we had been introduced. We called at Government House, hoping to see the Honourable Mr N., Lieutenant-Governor of British Columbia, but he was unfortunately away from home. I saw, however, Mr B., who represented the city in the Dominion Parliament, and who owned several sailing-vessels, on board of which the majority of my late crew had obtained service.

Easter Sunday was a miserable day, pouring with rain from morning till night. I attended service in the morning on board the Swiftsure, and heard an excellent sermon from the chaplain.

On Easter Tuesday the foundation-stone of the Royal Jubilee Hospital was laid by Mrs N., wife of the Lieutenant-Governor. A grand-stand had been erected, draped with flags, and a guard of honour composed of blue-jackets was drawn up opposite the place where the stone was to be lowered. At a quarter to three the ceremony commenced by the singing of hymns by school children, which was followed by an address by the President. Mrs N. then read a short speech and was presented with a silver trowel, after which the stone was lowered into position and solemnly declared by Mrs N. to be well and truly laid. The dedicatory prayer, a hymn or two, and the national anthem, "God save the Queen," concluded the function, and in the evening a dinner was given by the Admiral on board the Swiftsure.

The next three days were spent in stowing away the stores which had arrived from England, and in receiving and returning calls.

On Saturday, April 27, a cricket-match was played at Beacon Hill Park between the navy and the town; but the weather was cold and disagreeable, and a fresh wind was blowing, so that very few of the upper class of people were present. The main body of the spectators who were on the ground appeared to take far more interest in a game of base-ball that was going on in another part. This was the first time I had seen this game played, and I confess I did not make much out of it. Fond as I am of cricket I did not remain long, for the cold and windy weather spoilt all sense of enjoyment. The navy sustained a hollow defeat.

It had been my intention to proceed from Vancouver Island to Alaska, but I was warned against doing so, as the chances were very great that my men would desert in order to join the salmon-fishing; I therefore determined to proceed direct to Japan.

Accordingly, after a few more days' stay at Esquimalt, during which the time was mainly occupied in social visits and entertainments, we got under way at 10 A.M. on Saturday, May 4. Captain A. of the Icarus came off to bid us good-bye before we sailed, kindly bringing with him an immense supply of books and newspapers. The wind was light all day and we were frequently becalmed, but the barometer fell steadily, and in the afternoon the weather became thick and there was every appearance of a coming storm. I therefore gave orders to let go the anchor in Parry Bay soon after four in the afternoon; but fortunately, during the evening the ominous symptoms cleared away, and after a quiet night we started again at six o'clock next morning, favoured by a light and pleasant breeze.

We passed a great number of vessels in the Straits proceeding in both directions, and it surprised me to see what an immense amount of business and traffic seemed to be directed towards the port of Victoria. At 8 P.M. we sighted Cape Flattery light, and at midnight we cleared the Straits.

We had only been outside a very short time before it commenced to blow hard from the S.E., and a heavy sea came on through which we were obliged to drive the yacht in order to get an offing from the land, which we dared not hug too close on account of the dangerous lee shore. As we passed through the heavy sea we shipped immense quantities of water, which poured through the skylights, drenching all the cabin carpets and cushions, and doing other damage. At three o'clock in the morning the jib-boom snapped in two, the wreck falling across the bows, and an hour later a heavy wave unshipped the davits of the steam-launch, carrying it with all the gear attached away, breaking the square-sail yard, and effecting several other minor damages. At length we were able to heave to about twenty-five miles from land, under close-reefed main storm trysail and staysail. Shortly before noon the wind began to moderate, and by evening the weather was again calm and the barometer commencing to rise. We had now before us a clear run of about 4200 miles, Hakodadi being our point of destination.

The usual variations of weather were experienced on our passage, but nothing worth relating occurred until Wednesday, May 22, when I made up my mind to alter our course and make for Yokohama instead of Hakodadi, owing to the need of repairs to the yacht, after the havoc wrought by the storm which we experienced soon after leaving Victoria.

We therefore kept on our new course until Friday, May 31, when, on opening the tanks to measure the water that was left, we found to our dismay that they were not more than one-third full. We were then still upwards of 3000 miles from Yokohama, and as we were not more than 570 miles distant from Lahaina in the Sandwich Islands, I reluctantly determined to make for the latter place, as it would have been a most disastrous circumstance if our supply of water should fail.

The next day we were favoured with a strong breeze,

though a rather heavy sea knocked us about a good deal, and we ran 206 miles in twenty-four hours.

The next day we did 148 miles, and the third day 195, and at noon of Tuesday, June 4, we arrived and anchored at Lahaina. Shortly before getting into port, when I called all hands on deck, one of the men named Studart applied for his discharge, refusing to work any longer. Consequently I landed as soon as we had anchored, and called on the native magistrate, from whom I obtained a warrant against Studart, and returned to the yacht accompanied by a policeman. His case was heard at two o'clock in the afternoon at the Court-house, and after having been severely reprimanded for coarse and horrible language against Captain Carrington and myself, he was ordered to return on board and resume duty. He neglected, however, to do so, and I was compelled to take out a fresh warrant against him, upon which he was rearrested and locked up till the following day, when he was fined by the magistrate five dollars, with the alternative of ten days' hard labour. As he was unable to pay the fine he had to undergo the latter punishment, and I was not sorry to be thus well rid of him.

Lahaina was at one time an important place, being the residence of the king, and also much frequented by whalers, who came there to refit and obtain supplies. With the decline of the whale-fishery, however, and the removal of the Court to Honolulu, the prosperity of Lahaina gradually declined, and it is now merely a shadow of its former self. In size it ranks fourth in the Sandwich Islands, but it is a miserable-looking place, consisting merely of a straggling street, with two European and a few Chinese stores, a Catholic, an Anglican, and a native Methodist church, and an unpretentious cottage, which was pointed out to me as the palace formerly occupied by the king. The roads were ankle-deep with sand, and the few houses which were left were rapidly falling into decay. The principal object of interest

in the neighbourhood was the Lahainaluna seminary, which I visited on the second day of my stay at the place. This seminary is one of the oldest institutions in the kingdom, and next to the Kamehameha schools at Honolulu it is the most important. It was originally founded in 1831 for the purpose of training native teachers; now, however, it merely fulfils the functions of an ordinary school. It is supported and maintained by the Hawaiian Government. The Vice-principal courteously conducted us over the establishment, and I was greatly interested in all the arrangements. There was ample accommodation for 100 pupils, but at the time of my visit they did not exceed 50 in number, their ages varying from twelve to nineteen, and the majority of them being boarders who came from almost every island in the group. The subjects taught included advanced mathematics, land-surveying, and navigation. The boys, who were bright and intelligent in appearance, were summoned to the class-room for our inspection, and sang several verses in the Hawaiian language, in which they displayed a remarkable aptitude for music. In this respect they resemble the greater part of the Polynesian race.

The operation of watering proved to be tedious and expensive, for all the water had to be fetched in casks from a considerable distance, and it was not until noon of Thursday, June 6, the third day since our arrival at the port, that we had taken in 1200 gallons at the cost of seven dollars. The supplies at Lahaina were also expensive, small turkeys costing one and a half dollar apiece, fowls one dollar, little pigs four dollars, and beef eight cents a pound, whilst we were charged one dollar for five cabbages. At 1.30 P.M. we got under way, steering our course for Port San Luis d'Apra in the Ladrone Islands, at which I determined to call *en route* to Japan.

The distance to this place was 3400 miles, and this we traversed in exactly one calendar month, reaching Port

San Luis d'Apra on Friday, July 5. There was absolutely nothing whatever worthy of mention throughout this part of our voyage, even the wind and weather being so monotonous that the record of one day's proceedings was exactly the same as that of another. On the whole I had not much occasion to find fault with the crew, though I was considerably annoyed at a gross piece of carelessness exhibited by some of their number, which cost the loss of the upper half of the starboard gangway, when we were about half-way across the passage. Some of the men let it go, whether deliberately or not I am unable to say; but, instead of showing any concern at the mishap, they merely laughed as they saw it fall into the sea.

At 2 A.M. of July 5 we sighted the island of Guajan, and at daybreak we were close to it, the island of Rota being also visible. The appearance of these islands was curious and remarkable, as they were formed of lofty table-lands topped with steep cliffs, which were covered with vegetation and were of uniform height. At 6 A.M. we were abreast of Point Ritidian, and at 9.30 A.M. we hove to off the town of Agana. As the 'Sailing Directions' mentioned that a pilot could be obtained there, we hoisted a signal, and after considerable delay a boat came off to us containing the captain of the port, a doctor, and other officials. There was, however, no pilot with them, and they informed us that he would board us abreast of the village of Punto Piti. These people remained with us about an hour, after which we proceeded on our course, taking with us a half-caste Englishman called Mr Henry, who had been born in the Bonin Islands. On arriving off Punto Piti another delay occurred, but at length a native pilot came on board, and at 1.30 P.M. we arrived and anchored in 20 fathoms of water, about three miles from the landing-place of Port San Luis d'Apra.

CHAPTER XXXII.

THE LADRONES, OR MARIANA ISLANDS—PUNTO PITI—AGANA—THE SPANISH COLONY—FORT SANTA CRUZ—A COCK-FIGHT—A DANCE—APRA—DINNER-PARTY ON THE YACHT—WILD-DEER HUNTING—GENEROUS PRESENTS—MAIL-DAY—SAIL FOR THE BONIN ISLANDS—COMPLETION OF OUR SECOND YEAR'S VOYAGE—A HUGE SHARK—THE COFFIN ISLANDS—THE BONIN ISLANDS—A MOTLEY COLONY—PEEL ISLAND—PORT LLOYD—MY FIRST EXPERIENCE OF JAPANESE LIFE—A SWEDISH NATURALIST.

July 6–25, 1889.

THE Ladrone, or, as they are officially called, the Mariana Islands, are fifteen in number, but only four of them are inhabited. They were discovered by Magellan on March 6, 1521, and called by him Islas de Las Velas Latinas; but they received the name by which they are still known from his crew, who called them Los Ladrones on account of the thieving propensities of the natives. Their other title, Mariana Islands, was given to them in 1668 in honour of Maria Anna of Austria, widow of Philip IV. of Spain. Commodore Anson visited them in 1742, and remained for some time on the island of Tinian to recruit his ship's company. Byron also called here in 1765 and Wallis in 1767. Their total area is about 417 square miles, the highest altitude being 2700 feet. The climate is hot, the annual mean temperature at Guajan being as much as 81°. The port, San Luis d'Apra, is of considerable extent, though

dangerously blocked with coral-reefs, in consequence of which it is exceedingly rash for strangers to attempt to enter the harbour without a native pilot. The channel is narrow and intricate, and marked out by stakes. On the shores of the harbour stand the villages of Piti, Apra, and Sumay.

Punto Piti, where we landed soon after coming to anchor, was a small village consisting of about a dozen houses, the majority of which were built of canes, and raised on wooden pillars about three feet from the ground. I was surprised to find that almost all the natives understood English more or less, but I afterwards discovered that they learned the language from the American whalers, who call there in January and February of every year. At 4 P.M. the Governor's carriage arrived with his secretary in it, whom he had most courteously sent to take us to Agana. The carriage was drawn by a pair of sturdy little Manilla ponies, about 10 hands high. The distance from the port to Agana was about five miles, the road winding along the sea-shore and through the woods; and the scenery reminded me frequently of that at Tahiti. We crossed several streams of water by ancient stone bridges, and passed several villages on the way, arriving at the Governor's residence shortly before five. I found him a handsome, aristocratic-looking man, and he received us with every token of hospitality. He placed his carriage entirely at our disposal during our stay on the island, and expressed his readiness to assist us by every means in his power. He spoke French fluently, and I therefore had no difficulty in conversing with him.

The following day we paid a visit to the house of the secretary, who had invited almost all the Spanish colony to meet us. The only European lady in the place was the Governor's wife, who spoke English well, having received her education in the United States. She and her husband

afterwards conducted us on a stroll through the town, the majority of the houses of which were of native construction, built of cane, and elevated on pillars about three feet from the ground, exactly like those I had seen at Punto Piti. There were, however, a few old seventeenth-century Spanish houses, which resembled greatly those to be seen in the more remote and old-fashioned towns of Andalusia, Castile, and other provinces of Spain. A new Governor's residence was in course of erection; and the other public buildings comprised a court-house, prison, hospital, barracks, college, and church, the last-named dating from the end of the eighteenth century. The military force quartered at the barracks consisted of one company of native infantry from Manilla, which was composed of 137 non-commissioned officers and men, 60 native artillerymen under the command of a lieutenant, and a battalion of local militia, consisting of eight companies of 128 men each, their officers being natives of the island. The convict establishment contained 103 prisoners, all natives of the Philippine Islands, and principally guilty of murder and robbery. The streets, which were lit by oil-lamps, were marvellously clean, and a small river, crossed by two very ancient stone bridges flowed through the heart of the town. The whole population of Agana was estimated at 6130, whilst the total number of the inhabitants on the island of Guajan was 8781. The other three inhabited islands were Saipan, Rota, and Tinian, containing respectively 921, 494, and 240 inhabitants. Thus the total population of the group amounted to 10,436. There were 12 schools on Guajan, and one on each of the other inhabited islands, the two sexes being taught apart. The Spanish colony consisted of the Governor—a lieutenant-colonel in the Spanish army named Enrique Solano—his wife and three children, his secretary, a judge, a procurator-fiscal, two priests, a doctor, an accountant-general and his clerk, and a corporal in charge of the convict establishment, alto-

gether amounting to 14 Europeans, besides whom a Spanish priest resided on each of the other three islands. The colony was very poor, having little or no commerce, and intercommunication with the outer world was only held once in three months by means of a steamer carrying the mails between Guajan and Manilla. The cost to the Spanish Government of keeping up this dependency is upwards of £10,000 a-year, and for this apparently they receive no return whatever.

On the morning of Sunday, July 7, I rowed in the dingy to Fort Santa Cruz, which stands on a small island in the middle of the harbour, and is evidently one of the most ancient structures in the Ladrones, having been built by the Spanish shortly after their occupation of the group. The arms of Spain were carved over the gateway, with a date below them, which was unfortunately illegible. Three small brass guns were mounted for saluting purposes, whilst six others of medium calibre were lying on the parapet, amongst these being two magnificent bronze guns, cast at Seville in the seventeenth century, and ornamented with the royal arms. Two men were in charge of the fort, belonging to the detachment of artillery which was quartered in Agana.

After my return from visiting this fort we had the honour of receiving on board the Governor, his secretary, and the accountant-general. The crew of the Governor's boat looked very gorgeous, dressed in scarlet and wearing caps of the same colour. The Governor made a thorough inspection of the yacht, expressing himself highly delighted with all that he saw, and especially taking great interest in the track of our voyage, which was pointed out to him on the chart.

At 11 A.M. we all went ashore and drove to Agana, where we lunched with Colonel and Madame Solano. In the afternoon we went to the cock-pit, where fights take place every Sunday as well as on feast days. The ring, which was in the open air, was formed by a circular enclosure of

bamboos. On our arrival we saw several natives lounging about, almost every one of whom was in possession of a cock. The owners of these birds were apparently trying to make up matches, but the business seemed very listless, and little or no animation was exhibited. After a time, however, two cocks were pitted against one another, the fight being very quickly over. The spurs with which they were armed were of the same shape as those which I had seen at Callao, but they seemed to me a great deal longer. The next match was a fight between two birds without spurs, which occupied a far longer time, and appeared to me a more cruel amusement. The wretched creatures mauled one another fearfully, until at length one had his eye put out, upon which he gave in, and refused to fight any longer; and for his want of pluck he was promptly knocked on the head and despatched by his disgusted owner. Provided spurs are used, I must confess that I do not see that there is much cruelty in cock-fighting, for the birds are so eager to get at one another that the whole affair is settled and one of them killed in a very short time; but without spurs it is quite another matter. The proprietor of the pit receives three rials for each fight, paid to him by the owner of the winning bird. In the evening we went to a dance, which is given every Sunday by the officers and officials. The ladies were for the most part half-castes, and were certainly not remarkable for their personal beauty.

The next day was very showery, but after lunch the weather cleared sufficiently to enable me to pay a visit to Apra, which was a considerable-sized village with a nice-looking church. At half-past five the Governor, his wife and children, the secretary, the doctor, the judge, and the accountant-general came on board the yacht to dinner, which was served on deck, where a little impromptu room had been rigged up with side awnings. A very pleasant evening was spent, and in the course of conversation I

obtained a considerable amount of information from the Governor regarding the production and other statistics of the island. He informed me that the principal articles of cultivation were coffee, cocoa, rice, Indian corn, and tobacco, —all of which, however, were grown in but very small quantities, and simply for the sake of local consumption. The tobacco was of a very bad quality, and to the European palate quite unfit for smoking. Buffaloes, which were used as beasts of burden, bullocks, horses, cows, pigs, and poultry, formed the sum-total of domestic animals, no sheep existing on the island. Wild deer and goats were, however, to be found in certain parts. The natives are called by the Spaniards Chamorros, and bear the reputation of being a quiet inoffensive people, but lazy, and utterly averse to work. There formerly existed on the island some remarkably interesting ancient monumental remains; but unfortunately they have all been destroyed, and not a trace of them is now to be seen. I believe, however, that some still exist on a few of the other islands of the group.

The next day, acting on the Governor's advice and permission, I determined to try my hand at a little sport with wild deer. Accordingly, at 6.30 A.M. I went ashore, accompanied by the second mate and a native guide. After we had walked some little way inland, the dogs were put into a deep ravine covered with brushwood, whilst we were posted on the hill overlooking it. Presently they set up a loud barking, and a general excitement ensued; but only a few wretched little fawns appeared, two of which were caught and killed by the dogs. Several other ravines were beaten in turn, but absolutely without success, for not a deer was started, though we could see their footprints quite fresh in many places. The dogs worked very badly, and after having killed the two little fawns appeared to take no further interest in the proceedings. However, I thoroughly enjoyed the outing, for the country was well

wooded, and watered with numerous streams, which rushed down the hillside and along the bottom of the valleys, and a pleasant fresh breeze was blowing all day, so that though the sun was hot we suffered no inconvenience.

We returned to the yacht in the afternoon, and in the evening we shot the trammel, hauling it in before breakfast on the following morning. There were, however, only a couple of very tiny fish in it. I spent the afternoon in taking photographs of the palace, the church, and the Governor's children. The Governor himself, as well as the other officials, were most generous in pressing gifts upon us. Walking-sticks made of native wood, carved shells from Manilla, a pair of boots worn by the Esquimaux in the Arctic, and a very handsome pair of walrus-tusks, were amongst the presents which we received from them. We were really ashamed and unwilling to accept all that they urged upon us; but, like all Spaniards, they would take no refusal, and would gladly have deprived themselves of anything to which we might have taken a fancy. The Spanish mail-steamer Don Juan arrived from Manilla that morning, anchoring near the yacht; she was a small vessel, not more than 700 tons burden, and received a subsidy of 3000 dollars for every trip from the Government, for which she called at Yap in the Carolines on her way to and from Manilla. The consequence of the arrival of the steamer was, that all next day every one on the island was hard at work getting their correspondence ready for the mail. Though they have three months in which to do this, none of them think of attempting to commence it until the mail-steamer appears, and then till she sails again there is a rush to get the letters written.

On Saturday, July 13, having been eight days at Port San Luis d'Apra, I settled up my bills and made some necessary purchases, and at a quarter to three the Governor and all the officials came on board to bid us farewell, and to speed

us on our way. We had met with much courtesy and kindness at several places on our voyage, but never had we encountered warmer, heartier cordiality and generosity than we had at this little group of Spanish islands. At a quarter-past three we got under way, and by four o'clock the pilot had left us. We now sailed for Port Lloyd in the Bonin Islands, distant 850 miles from Port San Luis d'Apra.

The first three days we went along at a fair speed, averaging about five knots an hour; but after this the wind died away, and we did not reach Port Lloyd until the tenth day after leaving the Ladrones.

The weather was terribly hot during most of that time, and on Sunday, July 21, we noticed large quantities of pumice-stone floating on the surface of the water, evidently the result of the upheaval of some marine volcano, many of which are known to exist in this region. That day completed the second year of our voyage after leaving Plymouth, and it was noted also in the log-book on account of a large shark which we managed to catch and kill.

At 9.45 A.M. of July 22 we sighted Hillsborough Island, the largest of the Coffin or Bailey group, distant about 55 miles. Another island of the same group appeared on the horizon about five o'clock in the afternoon. A gigantic shark came alongside the yacht this day, and all agreed that it was the largest monster they had ever seen. It must have measured from 25 to 30 feet in length, and was at least eight feet across the shoulders. The colour was of a bluish grey, dotted with large white spots: as I afterwards discovered, it was a shark belonging to that known as the tiger species, which is extremely rare, and indeed is only found in the Indian Ocean and North Pacific. Two pilot-fish escorted him, swimming in front. We made several efforts to harpoon him, and to shoot him with a rifle; but unfortunately they were not successful, and after about an hour he swam away, and we saw nothing of him again.

The Coffin Islands were so named from the commander of a whaler which visited them in 1823; and they form the southern group of the Bonin Islands, the largest of which is known as Peel Island. The Coffin or Bailey group consists of four principal islands besides some smaller ones, all of which are barren, and many are mere rocks. Hillsborough, the largest of the group, had apparently little or no vegetation. Its shores were bold and precipitous, and numerous large landslips had evidently taken place recently. No signs of habitation were visible as we coasted along the island, though from time to time we saw the smoke of fires.

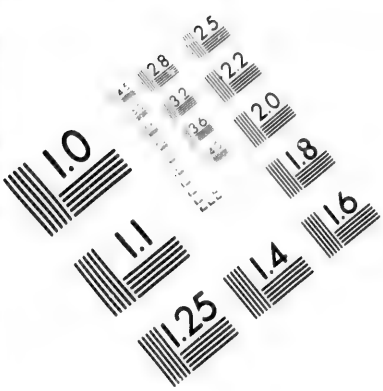
Captain Beechey of H.M.S. Blossom visited the Bonin Islands in 1827, and took formal possession of them in the name of Great Britain. In 1830 a motley colony settled on Peel Island, which up to that time had been uninhabited. This colony, which was connected with the whaling business, consisted of one Englishman, one Dane, two Americans, and fifteen Sandwich Islanders, five of the last-named being men and ten women. They claimed the protection of England, but the British sovereignty was never actually asserted over the islands; and they were formally claimed in 1878 by the Japanese Government, whose right to their possession was admitted by us. Some few descendants of the original British and Sandwich Island settlers are still to be found on Peel Island, but the majority of the present inhabitants are Japanese, the total population of the group now numbering 1460, of whom 840 reside on Peel Island. The principal articles of cultivation are sugar, indigo, maize, and vegetables, the first of which is by far the most important. The operations of crushing sugar-cane are primitive in the extreme, being chiefly done by hand, the few mills in existence being turned by oxen. The domestic animals consist of a small number of cattle and pigs, besides which, fowls, ducks, and turkeys are numerous and fine. The island boasts of one horse.

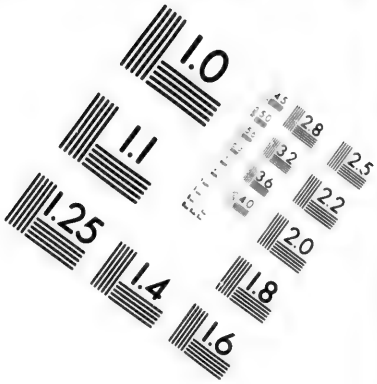
Deer, goats, and boars are found in the island in a wild state; but they are rapidly becoming scarce, a reward of 50 cents per head being paid by Government for their destruction. There are very few birds upon the islands. In certain seasons of the year great numbers of turtle frequent the harbour, and these are caught and kept in pens, their flesh being sold for 4 cents a lb. As many of the turtles weigh from 250 to 350 lb. apiece, their values range from 2½ to 3½ dollars. The salaries of the Japanese officials are miserably poor, the acting Governor only receiving 32 yen or about £5, 10s. a-month, whilst the doctor is paid fifteen yen or £2, 8s. a-month, and is not allowed to undertake private work. He is obliged, moreover, to find his own medicines, but for this he is allowed to charge the patients 5 sen or 2d. a-day.

The principal harbour in Peel Island is called Port Lloyd, and it is really very beautiful, surrounded on all sides by hills clothed to their summits with cabbage palms and other tropical vegetation, while at the entrance of the port stand out several conspicuous rocks of curious and fantastic aspect. The harbour is provided with a well-built, substantial stone wharf, at which I landed soon after anchoring on the morning of Wednesday, July 24; and accompanied by an interpreter, I walked through the village, which was invisible from the harbour, being hidden amongst the trees. The place interested me greatly, it being my first practical experience of anything Japanese. It was prettily laid out, the principal street being planted on either side with trees, and the stores and houses being beautifully clean. An artificial stream, crossed by several rustic bridges, ran through the village, completing the picturesque appearance of the spot. The acting Governor, upon whom I called, was unacquainted with English, but I conversed with him through an interpreter, and he received me with the greatest civility. Upon leaving him I visited the village school, in which I found

about fifty children, who were being taught a geography lesson. Compulsory education is in vogue on the island, the schools being free and maintained by Government. English is taught as a voluntary subject. On the shores of the bay I stopped to watch some boat-builders at work: their tools and modes of labour differed considerably from those to which we are accustomed. At a small store, the floor of which was covered with beautiful, fine, and scrupulously clean matting, I purchased some specimens of Japanese pipes, curious little things with bowls no larger than a pea, some of them made entirely of metal, and some having bamboo stems. The appearance of my yacht created great excitement amongst the Japanese, for I was the first that had ever put into the harbour of Port Lloyd. They came off in crowds to visit her; but I can bear testimony to the fact that they were all exceedingly orderly and well-behaved. In the afternoon I walked up to a small Buddhist temple upon a hill overlooking the harbour; but I was disappointed with my visit, for the place was fast falling into decay, and there was absolutely nothing of interest to be seen about it.

On the following day I went across in the ferry-boat to a village on the eastern side of the harbour. The shape of the boat was something like a punt, and it was rigged with a big lug-sail. It would not go to windward, and therefore when the wind was not fair, the ferryman sculled it by means of a huge sweep, working on a pin aft. The ferryman had a couple of daughters, bright, bonny little things of about eleven or twelve years of age. They begged so eagerly to be allowed to visit the yacht that I took them back with me. Their excitement when they had got on board was intense beyond description, and it was the most amusing thing in the world to see them running about and examining everything without the least shyness, yet without forwardness. The Japanese, from what I saw of them in this island settlement, appeared to me to be one and all the most marvellous





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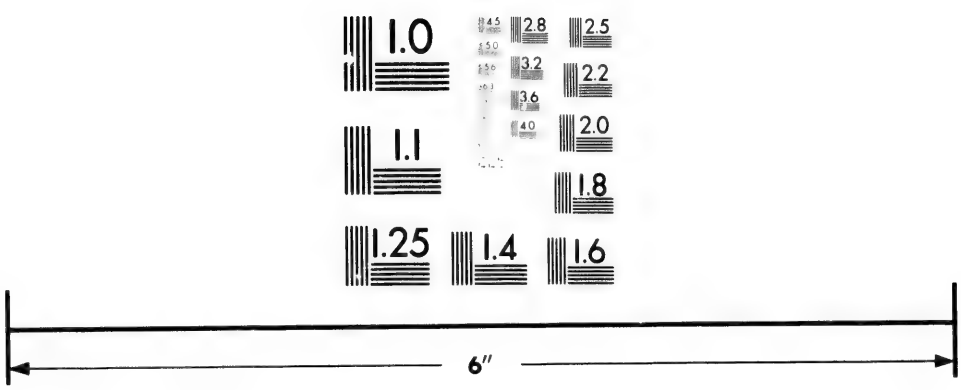

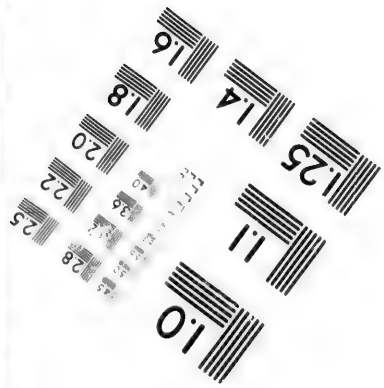

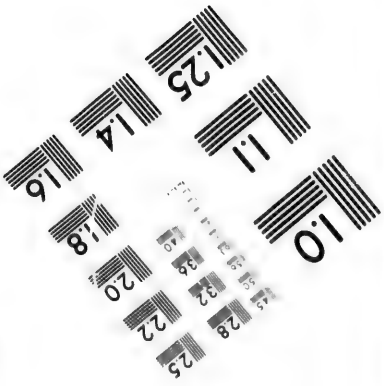

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specimens of unaffected naturalness that I had ever met with anywhere.

We found a Swedish naturalist, called Mr H., staying upon the island. He had been there for the last three months collecting birds, but had only obtained twenty-five different species; and he told me that he was convinced that he had exhausted the number existing on the island.

CHAPTER XXXIII.

A JAPANESE GOVERNOR—A CURIOUS CAVE—BOUND FOR JAPAN—SIWO POINT—THE KII CHANNEL—ISUMI STRAITS—KOBE—A RIDE IN A JINRIKSHA—A CURIO-SHOP—THE EUROPEAN QUARTER—HIOGO—A JAPANESE TEMPLE—EXTORTIONATE PRICES—A FAIR IN HIOGO—ARRIMA—HOT BATHS—BASKET-WORK—A *KANGO*—KIOTO—A SERIES OF INTERESTING TEMPLES—A JAPANESE THEATRE—AN ACROBATIC PERFORMANCE—OTSU—LAKE BIWA—ISHIYAMA—A CELEBRATED TEMPLE—OSAKA—A TEMPEST.

July 26–August 18, 1889.

On Friday, July 26, I received a return visit on board the yacht from the acting Governor and the Paymaster at Port Lloyd. The Governor was attired in Japanese costume, with a black silk over-cloak, on which were several circular white patches: these, I was informed, were the distinguishing marks of the particular clan to which he belonged. The general effect of his appearance, however, was somewhat marred by a very seedy European billycock hat which he wore upon his head. He displayed a very intelligent interest in all that he saw upon the ship.

An hour after his departure I called to say Good-bye, accompanied by Captain Carrington, and he gave us each a neat cigarette-case which had been made upon the island. I also obtained in the village some wood peculiar to the island, and afterwards went in the dingy to examine a curious cave in South Head, the entrance to which was wide

and spacious. Inside, the height of the cave was 60 or 70 feet, and at the farther end was a small hole leading out on to the beach on the other side of the point. The cave had thus two entrances; the water inside was reputed to be exceedingly deep.

In the evening we shot the trammel, and the next morning hauled it in before breakfast, when we discovered that we had captured a shark about four feet long, besides a great number of tiny ones: with the exception of this, our only haul was a very diminutive bream. At a quarter to ten we got under way, a great number of the Japanese coming off from the shore and volunteering their assistance in helping us to get up the anchor. They all gave us a hearty farewell and sped us on our way. In the afternoon we sighted Buckland and Stapleton Islands, and later on the Parry group.

Our next port of destination was Hiogo, on the S.E. side of the central island of Japan. Its distance from Port Lloyd was about 630 miles, but the weather was so calm for the next few days that we made very little progress, and though we had left Port Lloyd on Saturday, July 27, we did not sight Siwo Point until daybreak of Tuesday, August 6. This point lay at the extreme south end of Nipon, as the central island of Japan is called, and at the commencement of the entrance to the Kii Channel, which separates Nipon from the island of Sikok. The scenery was extremely pretty as we passed up this channel, the hills on both sides were high and well wooded, and there were numerous villages along the shore. The channel itself was covered with fishing-boats and several large junks. The latter are very peculiar-looking vessels, with huge square sterns towering above the water, and they are usually rigged with an enormous square sail, the cloths of which are laced together. Several steamers also passed us, most of them flying the Japanese ensign.

At 6 P.M. on August 7 we passed through the Isumi Straits and entered the inland sea. Soon afterwards the wind died away, and at 10 P.M. we were becalmed about 10 miles from Hiogo, the light of which was plainly visible to us. Shortly before daybreak the following morning a nice breeze sprang up, and we came to anchor off Kobe at 7.15 A.M. Kobe is the European settlement of Hiogo, from which it is only separated by a dry river-bed. In front of the harbour is the Foreign Concession, behind which rise well-wooded hills to a height of over 2000 feet. Our arrival in the harbour was the signal for the appearance of a perfect fleet of *sampans* or native boats which came off from the shore with every conceivable commodity on board, and in a few moments after coming to anchor our decks presented the appearance of a perfect fair.

At ten o'clock Captain Carrington and myself went ashore to report the damage to our vessel, and to make inquiries as to repairs. After visiting the Consulate upon this business, I took a jinriksha and went for a drive through the Foreign Concession, in front of which was a fine grass lawn facing the sea; I was really reminded in some degree of Brighton on a small scale. The sea frontage was exceedingly well laid out, with several houses belonging to European merchants as well as one or two banks, and the English, French, and United States Consulates. All the edifices were handsome and exceedingly well built.

The first experience of a jinriksha is novel and amusing: the idea of being pulled along by a man instead of a horse is certainly strange; but the coolies who draw the jinrikshas are fine men, in splendid condition, and seem well up to their work. Two men harnessed tandem fashion will draw the carriage on a fair road at a steady rate of six miles an hour, and will go from 30 to 35 miles a-day. This rate they will keep up for any number of days in succession. If necessary they will do as much as 60

miles, but, as might be supposed, in that case they require a complete rest on the following day.

The native town of Kobe, which I afterwards visited, presented a great contrast to the foreign quarter. The streets were narrow and the shops small, though apparently stocked with every conceivable sort of merchandise. In the afternoon Captain E., surveyor for Lloyd's, came on board and inspected the damage; after which we went ashore again and visited a curio-shop which was kept by a man rejoicing in the name of Ohashi. It certainly was an interesting occupation inspecting his stock of curiosities, which appeared to consist of every variety of goods imaginable. The ivory carvings and Japanese embroideries were perhaps the most beautiful of his wares. I conceived the idea of ordering from him embroideries for the saloon and cabins to replace those which had been damaged by the salt water, but as he could not undertake to have them finished in less than three months I was obliged to give up the plan.

Next morning we visited a waterfall which was situated a short distance out of the town in a most romantic position in a deep gorge. We went thither in jinrikshas and enjoyed the little excursion amazingly. After lunch I examined the town more closely, and especially the European quarter. I found there a capital club, with large reading-rooms, billiard-room, and library, as also a boat club, an excellent cricket and recreation ground, and a theatre. The European residents go in a great deal for boating and yachting, and quite a fleet of yachts was lying in the harbour, ranging in size from 3 to 20 tons. Two Masonic halls, a German club, and three hotels, two of which were kept by Frenchmen, completed the attractions of Kobe.

Later on in the afternoon we hired jinrikshas, and drove along a road well planted with trees, and across a bridge over the dry river-bed into Hiogo. This is a curious old town, thoroughly Japanese, and without a single foreigner

residing in it. Its streets were extremely narrow, far more so indeed than those in the native quarter of Kobe. The principal object of interest in Hiogo is a temple in the midst of well-laid-out gardens, at the back of which is a large burial-ground crowded with tombstones. At the entrance of this place is a large stone upon which is the following inscription: "One thousand years and more ago, by request of the Emperor, Dengio Daishi brought over from China the religion of Shaka from India. The first teachings of this religion in Hiogo were taught in this temple, and this sect is the original of all others in Japan." We returned to the harbour by the sea front, and passed a perfect forest of junks lying alongside the quays.

All oriental shopkeepers are noted for the extortionate prices which they ask for their wares, but I was not aware that in Japan this custom was also prevalent. However, I bought my experience in this respect whilst I was at Kobe, for when visiting the store of one of the principal dealers in the place, whose name was Echigoya, and who was reported to possess one of the finest collections of old lacquer in all Japan, he asked $1700 for a writing set consisting of two gold lacquer cases, which I was informed, upon the best authority, he had lately bought for $385 from a dealer in Osaka. Indeed, as I afterwards discovered, it is no uncommon thing in Japan for a salesman to demand 400 per cent profit upon the articles which he wishes to sell.

On Monday, August 12, we visited a fair which was being held in the grounds of a temple at Hiogo, and were greatly amused at the strange sight which we witnessed. The place was crowded with people of every age and of both sexes, and there were a number of stalls for the sale of every kind of article, as also peep-shows, dancing-girls, and theatrical performances—much, indeed, the same as one would find in an English country fair, with the exception of

the difference due to the varying costumes, manners, and customs.

The following day I visited Arrima in a jinriksha drawn by two coolies. The road thither was for the most part very steep—it went along the side of deep gorges—the scenery throughout being lovely in the extreme. The high hills on each side were well clothed with dark-green cryptomerias and firs, whilst the beauty of the landscape was enhanced by numerous rushing mountain torrents. Having halted for a short time to rest half-way, we reached Arrima at noon.

This large village, picturesquely situated amongst the mountains, is noted for its hot mineral springs, and for the manufacture of fine basket-work made of bamboo, immense quantities of which grow in the neighbourhood. The hotel consists of several bungalows standing in the midst of charming grounds, and commanding a lovely view of the valley. The hotel is a thoroughly good one, and is a favourite resort of the principal residents of Kobe, who spend some days there at a time when they require a change of air. About half a mile from the hotel was a waterfall which I visited, and which, though small and insignificant, was exquisitely beautiful, with a picturesque little wooden bridge spanning the chasm below. I purchased many articles of basket-work, which appeared to me to be very reasonable in price. Near the hotel is a bathing establishment, the water of the district being impregnated with iron. I had a private bath, which I found invigorating and refreshing; but it was impossible to bathe in the public tank, for crowds of people were collected there without any regard to what—according to the European ideas—are the requirements of modesty and decency.

In the afternoon I returned to Kobe by another route and in a different sort of conveyance. This latter is called a *kango*, and is a kind of bamboo chair, with a cover on the

top, carried on the shoulders of coolies. The Japanese consider this vehicle exceedingly comfortable, but to a European who is not accustomed to sitting on his heels my experience is that it is much the reverse. The kangos are used chiefly where the roads are impracticable for jinrikshas, the native name of which is *kuruma*. There were four bearers attached to my kango, and they relieved one another at frequent intervals; I was astonished to see the rapid pace at which they went up precipitous paths. We crossed the mountains at a height of about 4000 feet, and throughout the whole distance the scenery was most magnificent. Soon after 6 P.M. we reached the railway station at Sumiyoshi, on the main line from Hiogo to Tokio. Here I took the train for Kobe, reaching the yacht at a quarter to seven.

We were visited by a tremendous thunderstorm on the following day, and we spent most of the time on board the yacht. In the evening we dined at the Consulate.

Thursday, August 15, was a lovely day, and I took the opportunity of visiting Kioto. This place is situated on the road to Tokio, and is famous for its wonderful temples. The journey from Kobe by train occupied nearly three hours, and on arrival at the station I drove to the Ya-ami Hotel, which was situated on a hill overlooking the town. All its arrangements were conducted on the European style, and I found myself most comfortably accommodated there. Having obtained the services of a native guide, I set out in a jinriksha after lunch, visiting in the first place the Chi-on-in Temple, which dates from the twelfth century. The carvings and decorations of the temple were very elaborate, but its chief attraction is an enormous bell, weighing 74 tons, and measuring 18 feet in height, 8 feet in diameter, and 9½ inches in thickness. Thence I was conducted to the Yasaka pagoda, which is constructed in the Chinese style—a work of which there are scarcely any other examples to be found throughout Japan. The temple of Daibutsu, which I next

visited, receives its name from a Japanese god, a gigantic image of whom stands in the temple. At the back of this image a staircase has been constructed, and on ascending this, one gets a very good idea of the immense proportions of the figure. It is made of wood, and is comparatively modern, having been constructed in 1801 to replace the former, which had been destroyed by fire, and which was reported to have been of very ancient date. Our next object of visit was the temple of San-jiu-san-gen-do, which was built in 1266, and contains a thousand images of the goddess Kwan-non. These, which are each five feet in height, are carved out of wood which is gilded all over, and are arranged in ten tiers one behind the other, each image having hands springing out from its body in all directions. According to my guide's information, the goddess Kwan-non was supposed to have had eleven faces and a thousand hands, and each of these images is intended to represent her. The *pièce de résistance* at Kioto, which my guide reserved for the last, was the temple of Nishi Hon-gwan-ji, the principal gate of which is never opened except to admit the Mikado. This gate is magnificently carved with designs of chrysanthemum flowers. The temple was built in the thirteenth century, and is one of the most celebrated and wealthiest in the empire of Japan. It contains a vast number of suites of apartments, the walls of which are most exquisitely painted. The decorations of the temple itself are gorgeous beyond description, and around it is a lovely garden, laid out in Japanese style with ponds, rustic bridges, dwarf-trees, and so forth. This temple is a favourite place of pilgrimage for the emperor and nobility of Japan. Up to the time of the restoration, indeed, Kioto had for many centuries been the chief residence of the Mikados. The palace, which still exists, cannot be visited without a special order from Tokio, and I was therefore unfortunately prevented from inspecting it.

Kioto is a curious old city, the streets of which are extremely narrow and shops inconveniently small. No foreigners are permitted to reside in it, as it lies beyond special treaty limits. Besides its historical interest, as being the former capital of the Mikados, Kioto is noted for its porcelain-works as well as for the manufacture of silks, carpets, and brocades. In the evening I drove through the crowded streets, which presented a gay and animated scene, and afterwards visited a wonderful acrobatic performance, thence proceeding to a theatre where all the parts were taken by women. The piece was supposed to be very good; but as, of course, I was unable to understand a single word that was said, I soon grew weary of what was to me mere dumb show and returned to my hotel. The two sexes are not allowed to act together in Japan, and in most of the larger towns there are at least two theatres where each sex performs separately.

Next morning I visited another temple, which is called by the name of Nan-zen-ji, and the most striking features of which are the paintings on the walls and ceilings. The greater part of the day was spent in visits to the curio shops, where I purchased a large number of ivory netsukes, many of which were beautiful specimens of carving in quaint designs. These netsukes are used by the natives as tags to hold a pipe or tobacco-pouch in the girdle. I was very anxious to witness the operations of lacquer and enamel manufacture; but unfortunately it was holiday time when I was at Kioto, and the factories were closed, so that I was unable to witness the process. In the evening I again visited the acrobatic performance, which I thought even more excellent than on the previous night.

About seven and a half miles from Kioto stands the city of Otsu, on the shores of Lake Biwa, and this we visited from Kioto on Saturday, August 17. The journey was made in a jinriksha, along an exquisitely pretty road bordered with tea-gardens, and the distance was accomplished in an hour and

a quarter. Otsu, though a city of considerable size, appeared to me to be very uninteresting, the only place at all worth visiting being the temple of Midera, which stands on an elevation overlooking the town, and with a magnificent view of the lake. This is about 37 miles long and 12 wide, its shores being studded with numerous villages and towns, between which steamers ply twice a-day; on the lake itself are numerous islands. As we did not think Otsu sufficiently interesting to spend the whole day there, we continued our drive to the village of Ishiyama, still accompanied by the guide. This village was six miles beyond Otsu, on the bank of a river flowing out of Lake Biwa. At a beautifully clean tea-house, and in a room overhanging the stream, we had an excellent lunch, which was rendered all the more enjoyable owing to the lovely view from the window beside which I sat. We found an English artist stopping at the inn, who had been there for some length of time sketching the beautiful neighbourhood. At Ishiyama is a very celebrated temple, which we visited, and which stands at the top of a long steep flight of stone steps, in the midst of extensive grounds, approached by an avenue of maple-trees. In the grounds are some large and remarkable black stones, around which are planted shrubs and trees. The temple was founded in 749, but the present building only dates from 1178. From the grounds of the temple we obtained another most glorious view of the river and lake. Shortly before four we left this lovely spot, reaching Kioto again at 6 P.M., after a most thoroughly enjoyable day. In the evening I visited the acrobatic performance for the third time, and I must confess that I was not tired of it.

The next morning was very wet, but notwithstanding we travelled back to the town of Osaka, which is an hour distant from Kioto. There I found one hotel, professedly European, called Juitie's Hotel, but it was a remarkably third-rate establishment.

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VILLAGE OF ISHIYAMA, NEAR OTSU, JAPAN.

Osaka is famous for its castle, which is a huge fortress surrounded by a moat, and now used as barracks. We drove up to it, but were refused admission, a special permit being required in order to visit it. Osaka is a very large city, containing 300,000 inhabitants. Like most other Japanese towns, its streets are narrow and its shops small. It is situated on the gulf of that name, and is a treaty port. On the first opening of Japan to commerce a great number of foreign merchants settled here, but owing to the bar at the mouth of the river it was found that only vessels of very shallow draught could enter the inner anchorage, and as the outer harbour was extremely exposed, the merchants moved to Kobe. Very few Europeans in consequence reside in Osaka at present, and those who do are chiefly missionaries. Osaka is intersected by a number of canals, over which are numerous bridges, and on this account it has been called the Venice of Japan.

Having slept as well as we could at Juitie's Hotel, we returned to Kobe on the following day in the midst of pouring rain. A high wind was blowing and a perfect tempest raging, and when I reached Kobe I found that two junks had been wrecked and a small steamer had gone ashore. The Nyanza herself had dragged her anchors, but fortunately no damage had been done.

CHAPTER XXXIV.

REPAIRS OF THE YACHT—PROGRESS OF CATHOLICISM IN JAPAN—A SWINDLING CURIOSITY-DEALER — MONSIEUR BOUCHARD — CURIO-HUNTING—THE OMAHA AND MONSOON—AN EXPEDITION UP COUNTRY—HIKONE—AN ANCIENT DAIMIO'S CASTLE—GIFU—KANO—UNUMA—EFFECTS OF A HEAVY GALE—OTA—THE KISO-GAWA—MITAKE—A JAPANESE TEA-HOUSE—WILD SCENERY—A SERIES OF MISHAPS—NAKATSUGAWA—AN UNSATISFACTORY INN—A WET DAY—MAGOME—TSUMAGO—REFRACTORY NATIVES—SUWARA—SILK-CULTURE—AGEMATSU.

August 19–September 22, 1889.

THE next few days were mainly occupied in paying visits and in inspecting the progress of the works which were being carried on for the repair of the yacht, and there was little worthy of record for the rest of that week.

On Sunday, August 25, I attended Mass at the Catholic Church at Kobe, which I found a neat, well-ordered little building. The Catholic Sisters here, as elsewhere, are a noble body of women, and have in their charge a large number of Japanese children, little waifs and strays whom they have rescued from starvation, and whom they feed and clothe, besides educating them in the Christian faith. Catholicism, according to all accounts, is making great progress in Japan. In the early part of the seventeenth century the Dominicans and Franciscans settled at Nagasaki, and though for two centuries a rigorous persecution was carried on against Christianity, yet, when the country was first opened to

foreigners, whole villages of native Christians were discovered in the neighbourhood of Nagasaki, and these had carefully handed down from generation to generation the doctrines, rites, and ceremonies that they had received from the Catholic Fathers. In the evening we dined at the Hôtel des Colonies, which is by far the most comfortable and best conducted of the three hotels in Kobe.

The following day I bought a pair of swords, which the vendor assured me were thoroughly genuine, very ancient, and composed of solid silver. In the evening I met a gentleman at dinner at the hotel who was a connoisseur in Japanese curios, and on my showing him my new-bought treasure, to my great disgust he pronounced them to be made of antimony, and informed me that in all probability they had been manufactured in Yokohama not a month before. Accordingly, accompanied by him, I took them back to the shop, and after a great deal of bother I compelled the man to take them back and to refund me the purchase-money.

Amongst other acquaintances that I made was that of a first-rate judge of lacquer. He was the French hairdresser of the place, of the name of Bouchard. With him I made an appointment to go by train to Osaka on Wednesday, August 28, he promising to assist me in the purchase of some cabinets and other curios. On arriving at Osaka station we started off in jinrikshas, but owing to carelessness on one side or another, my coolie lost sight of M. Bouchard's. It was perfectly hopeless to attempt to find him again in the crowded streets, and I therefore proceeded to Juitie's Hotel, where we had proposed to have our dinner. Just as I was finishing M. Bouchard turned up, and we afterwards made a fresh start, and this time we were fortunate enough to arrive at the cabinetmaker's at the same time. There we inspected four cabinets, all of which were very beautiful. One in particular was a most magnificent work of art, of gold lacquer, with ivory carvings in relief. M. Bouchard

said that it must have taken at least three years to make I should very much have liked to have purchased it, but its price was $1200, and indeed all four cabinets were far too expensive for me. Thence we repaired to another shop, on entering which I expected to find nothing worth purchasing, for the place had a most mean-looking appearance. To my surprise, however, the owner produced a most remarkable collection of ancient lacquer and other curios, and altogether the contents of his store must have been worth thousands upon thousands of dollars. I selected one writing-set after a long and difficult choice: in the midst of so many enticing-looking objects it is really not an easy task to decide upon what one shall get.

For the next three weeks there was little to chronicle. One of my boys deserted, but was arrested by the police and sentenced to ten days' imprisonment with hard labour. The U.S.S. flagship Omaha arrived with Rear-Admiral Belknap, and shortly afterwards the auxiliary schooner yacht Monsoon came into port, having on board a party of three gentlemen who had come out from England *viâ* the Suez Canal. The Monsoon was formerly called the Glowworm, and I had seen her laid up at Southampton in 1887. When I visited her on this occasion I found that all her fittings had been greatly improved. The Monsoon stayed at Kobe for several days, and I spent some pleasant hours with the party on board.

On Wednesday, September 18, I started on an expedition up country accompanied by a guide. We first of all travelled by train to Otsu, my intention being to take a Lake Biwa steamer thence to Hikone. On my arrival at Otsu, however, at 11.30 A.M., I found that the morning steamer had left at ten, and that there was not another until ten at night. Under these circumstances I decided to take the train, and I started from the station at 1.30 P.M. The country through which we passed was very lovely, the railway frequently

skirting the lake, of which exquisite glimpses were being constantly afforded. The wooded mountains and wild ravines added greatly to the beauty of the scenery. The land, moreover, was in a high state of cultivation, rice appearing to be the principal crop. We reached Hikone at three in the afternoon, and I drove to the Gin-ya Hotel. Its exterior appearance was anything but inviting, and I was therefore all the more agreeably surprised to find it so spotlessly clean on getting inside. Everything, of course, was thoroughly Japanese, and the room into which I was shown was destitute of all furniture except mats. It opened out into a little garden which was prettily laid out with shrubs, and in which were two old stone lanterns and an ancient basin hollowed out of a large stone, which I afterwards discovered to be the only appliance for washing. There was not a single table in the whole establishment, and I was obliged to have my meals on the floor.

Hikone is a considerable-sized town, long and straggling, and situated on the shores of Lake Biwa. It was formerly the residence of a daimio, the remains of whose castle I visited. Judging from the outer walls, which still stand as solid as ever, though overgrown with vegetation, the castle must at one time have been of enormous extent. On all sides it was encircled by a moat, and standing as it did on a lofty elevation, it not only commanded a magnificent view of the town and surrounding country, but must also have been exceedingly strong from a strategical point of view. From the top of the castle, which I ascended, the magnificent prospect was alone worth the entire journey to Hikone. Nearly the whole length of the lake was visible, and the hills and dales with their lights and shadows afforded a lovely landscape for miles around. On descending from the castle I visited a temple in which were two well-modelled cows in bronze, and thence I was conducted to a large and beautiful garden in the ordinary Japanese style.

I was very fortunate in my guide, who had formerly been a ship's steward, and talked English fairly well. He was a good cook and a handy fellow, and, so far as I had any experience, thoroughly trustworthy and honest. From all I could learn, the professional guides were as a rule great rascals, never losing an opportunity of swindling their masters. It makes it therefore all the more important that one should select a man worthy of trust, for it is absolutely necessary to have a guide or servant whilst travelling in the more remote districts of Japan, not only for the sake of interpreting, but also to act as a cook, for the innkeepers are quite unacquainted with European palates; and without some such attendant, one would be compelled to live chiefly on boiled rice.

On leaving Hikone the following morning the train again skirted the lake for some distance, and afterwards passed through a succession of fine gorges and across some broad and rapid streams. We reached Gifu at 10 A.M., a couple of hours after leaving Hikone, and thence we drove to Ota in jinrikshas, the distance being 18 miles and the fare one dollar apiece.

The station at Gifu is some distance from the town, and the road to Ota leaves it on the left, so that we saw nothing whatever of it, though I believe there was little of interest to be found there. At half-past eleven we stopped to lunch at a place called Kano, in one of the prettiest and most comfortable tea-houses I had yet seen. For the next ten miles the road traversed pine-forests, where the scenery was somewhat monotonous and commonplace. At half-past two we reached the village of Unuma, where we rested for a short time; and then began to ascend a steep hill, on the summit of which was a small cave in the rocks, held by the natives as sacred to the goddess Kwan-non. Beyond this again the descent was steep, until at the bottom of the hill we came suddenly upon a magnificent view of the wide river Kiso-

gawa, which was rushing along through a narrow channel beneath lofty cliffs. After passing for some little distance along a level road through a pine country, our progress was

Valley of the Kisogawa, Japan.

interrupted by a broken bridge which had been washed away during a late gale, the accident being of a most remarkable nature. The piers remained intact, having firmly resisted the flood, but the entire platform or roadway had been lifted

bodily off and deposited uninjured about 50 yards away. We had intended to spend the night at Ota, but as we reached that village at four o'clock, and the sun was still high in the sky, we decided to push on another stage, more especially as there was absolutely nothing of interest to detain us at Ota. It was a small place, consisting of one straggling street, and we only remained there long enough to have a cup of tea and to give the coolies a rest. Half a mile farther on we crossed the Kisogawa in a ferry. The river at this point was very rapid, and the boat had to be towed along the bank to a considerable distance above the landing-stage, in order to allow for the current. On the other side of the river the road passed through a well-cultivated valley to the unimportant village of Fushimi, through which we passed without stopping, finally reaching Mitake at 6.30 P.M., where we halted for the night, having travelled 26 miles from Gifu. Darkness was quickly gathering when we entered the village, and therefore I was unable to see anything of the place. We put up, however, at an excellent inn, where I again was accommodated with a nice room looking into a little garden. A good supper was provided for me of fowls and eggs, and I slept comfortably on a Japanese bed, consisting of a number of soft quilts laid one on the top of the other, though I found the pillows very small and hard. There was something very pleasant in the novel experience of these simple and unsophisticated Japanese tea-houses, the keepers of which are so polite and so anxious to anticipate your every wish. Moreover, everything is always beautifully clean, and over and over again one had cause to be thankful that one was travelling through Japan instead of an equally out-of-the-way part of Europe or even of England.

By half-past eight next morning, Friday, September 20, we were once more upon our way along a road which at first was in fairly good order, but which soon became execrably bad. Notwithstanding this, it was considered the

best in the district, and had been opened in 1882. What the former road must have been one can scarcely imagine, for this, besides being fearfully steep in parts, was cut into deep ruts and covered with loose stones. The scenery was very wild, a peculiar feature being a number of remarkable black rocks. Whilst descending a steep hill the jinriksha carrying the luggage upset, and though the baggage, fortunately, was not damaged, the carriage itself was considerably smashed. Again we came to a bridge which had been washed away by the stream, and we were compelled to make a considerable detour before reaching Kamado, where we halted for lunch. Here we hired another jinriksha to replace that which had been damaged, and resumed our journey at 1.30 P.M. After proceeding for some distance on a road still bad and uninteresting, we passed in succession through the villages of Ogi-shima, Taki-ori, and Oi, the last-named of which was considerably larger than the others. Shortly after passing this the guide's jinriksha was upset, but luckily no damage was done. At 6 P.M. we reached our night's destination, a small and uninteresting town called Nakatsugawa, where we saw evidence of the enormous destruction which had been caused by the rising floods. The river had suddenly come down in a huge body at ten o'clock at night, carrying away a bridge and a large portion of the road, as well as seventeen houses. Fortunately the inhabitants had had some warning, and had cleared out, so that no lives had been lost; but the damage to property was most severe, for where only nine days previously there had been crops and houses, was now the bed of the river, and the land around was covered with stones and boulders which had been brought down by the flood. At the last house of the one long street which forms the town of Nakatsugawa we found the inn where we were to rest for the night. Of this I had formed great expectations, for all day long my guide had been enthusiastically expatiating upon its wonderful excellence. To my dis-

gust I found that, instead of the nice, clean, Japanese houses at which I had hitherto made myself so comfortable, this inn was one which had tried to copy European methods; the result being that the floor of the room was covered with a faded, vulgar, second-hand English carpet, and on the table was a dirty cloth; the whole appearance of the hotel impressing one with the idea of an unsuccessful attempt at aping that which was contrary to natural instincts. It is just the same with regard to those inns as it is with regard to matters of dress; in so many countries in the East one finds nowadays the Orientals copy the Europeans in their costume, the result being a hideous compound, most displeasing to the eye. It is a great pity that the natives do not know how much pleasanter, more picturesque, and more becoming it is for them to stick to their own fashions and costumes, and not to try to copy foreign ideas to which they are by no means suited.

The following day's experience was wretched in the extreme, for the rain came down pitilessly from morning till night. We left Nakatsugawa at 7.15 A.M., having hired two pack-horses, one for the guide and the other for the baggage, as we considered this preferable to jinrikshas, owing to the badness of the road. As for myself, however, I chose to stick to my jinriksha. The road again led over a hilly country, but the path seemed to me a good deal better than that of the day before, and the scenery was decidedly prettier. At 8 A.M. we reached a small village called Ochii, half a mile beyond which was another bridge which had lately been washed away by the flood. After a steep climb through a forest of pine and yew trees we reached an eminence, from which on a fine day the view must have been lovely; unfortunately for us, it was marred by the weather. The next village which we reached was picturesquely situated on the side of a hill overlooking a deep valley, and surrounded by lofty mountains. On terraces

raised one above another on the hillsides rice was cultivated, and everything gave the appearance of industry and fertility.

The village was called Magome, and it stands midway up the ascent of a pass to which it gives its name. Immense quantities of magnificent timber abound in the neighbourhood, adding considerably to the beauty of the scenery. Amongst the paddy could be distinctly seen the traces of wild pig and deer, which are very numerous in the district, and do considerable damage to the crops. After surmounting the top of the pass at half-past ten in the morning, we descended by a steep though tolerably good road to the village of Tsumago. Here again we found two bridges washed away, and indeed it seemed to be quite the exception to find one standing whole. We had only bargained with the men whom we had engaged that morning to take us as far as this place, and they absolutely refused to proceed any further, whilst the coolies of the village asked an absurdly exorbitant price. At length, after appealing to the police, who were most obliging and useful in their assistance, we managed to obtain a cart and one jinriksha, with which we renewed our journey, after having been delayed for about two hours. The road again became wretchedly bad, but the scenery was in my opinion finer than anything I had ever seen in all my life. We passed through the village of Mitono, and after travelling through forests and on the brink of an impetuous river, the path in some places being formed by ledges cut out of the side of the rock overhanging a gloomy and narrow valley, we reached Nojiri shortly before four. The guide, with the baggage, had been left considerably in the rear, and I had a long time to wait for his arrival. I began to fear that I was picketed there for the night, and the prospect did not seem very agreeable, for Nojiri was a miserable little place, with a most indifferent inn At last, however, the guide turned up,

and we started again at half-past five, reaching Suwara an hour later, where we halted for the night.

Sunday, September 22, was a lovely day, though very hot. Feeling rather fatigued after the continuous journey of several days, I determined to take matters as easily as possible. Accordingly, after breakfast I strolled through the village, which, though small and uninteresting in itself, was most romantically situated in an open part of the valley, commanding a fine view of the river. A little wooden temple was standing on a hill overlooking the village, and having climbed up to it, I obtained a fine prospect from the spot. An extensive industry is carried on in the village and all the surrounding country in the rearing of silk-worms and the manufacture of silk. In almost every house I could see the people busily employed reeling off the silk from the cocoons, and in not a few instances I saw them weaving it. As is natural in a silk country such as this, the mulberry-tree appeared to have taken the place of everything else.

Shortly before one we left in three jinrikshas, and proceeded on our way through scenery which reminded me of parts of Norway, though certainly on a grander scale. This portion of Japan might indeed not inappropriately be termed the Scandinavia of the East. Four miles from Suwara we crossed a river by a bridge, from which we obtained a glorious view of the great Koma-ga-take, one of the sacred mountains of Japan, and much frequented by pilgrims. After a couple of hours' journey we arrived at Agematsu, where I was compelled to remain for the night, although it was only three o'clock in the afternoon when we reached the village. The reason for this was that the men whom I had hired from Suwara refused to go any farther, and I found it quite impossible to procure any conveyances in the village. The greatest difficulties were placed in our way of hiring them even for the next day, all the people being full of alarming tales about the state of the roads. I was convinced,

however, that this was a mere pretext for the demanding of exorbitant charges, and as usual I was obliged to have recourse to the help of the police. Through their obliging means I was enabled to hire a jinriksha and horses for the morrow, the proprietors meekly accepting the tariff which was fixed upon by the police, though it was fully one-third less than that which they had originally asked. Besides the manufacture of silk, which is also carried on here, a somewhat extensive trade is done in pilgrims' beads and girdles. The Sakaiya Hotel, as the village inn was somewhat pretentiously called, was another instance of an attempt at amalgamation between European and Japanese ideas. The landlord showed me to a room, of which he was evidently extremely proud, for it was a feeble imitation of an English hotel chamber. Both he and my guide seemed perfectly astounded when I refused to occupy it and asked for a native room. The hill-country all around must be exposed to violent winds and storms; and I noticed that all the houses in the villages which we passed had large stones placed on the roofs, no doubt to prevent their being carried off.

CHAPTER XXXV.

CONTINUATION OF TRIP IN THE JAPANESE INTERIOR—FUKUSHIMA—MIYA-NO-KOSHI—YAGOHARA—FRESH TROUBLES—THE TORII PASS—MITOYAMA—LAKE SUWA—SHIMO-NO-SUWA—AN APPEAL TO THE POLICE—THE MARUYA INN—TOYOBASHI—ANOTHER ACCIDENT—THE WADA PASS—TANAKA—ROMANTIC SCENERY—TO MAYEBASHI BY TRAIN—OGI—OMAMA—AN AMUSING SCENE—THE RIVER WATERASEGAWA—HANAWA—AN OBSTINATE COOLIE—LOVELY SCENERY—SORI—ASHIWO—NIKKO—A CITY OF TEMPLES.

September 23–29, 1889.

We left Agematsu at 7.20 A.M. on Monday, September 23. After half an hour's travel, we reached a pretty spot where, overhanging a rapid river and commanding a wide and lovely view, a little tea-house had been erected in a most romantic situation. The road is called the Nagasendo, and one of the largest towns upon it is Fukushima, where we arrived at 9 A.M. Here the manufacture of modern household lacquer is extensively carried on, and every shop appeared to be devoted to the sale of it. At half-past ten we reached a poor little village called Miya-no-koshi, where I had been told that I should be able to obtain a fresh jinriksha. The guide and baggage had started from Agematsu in a cart, and I had to wait for them for upwards of an hour at Miya-no-koshi, so that noon was past before we were able to resume our journey. The next village which we reached was called Yagohara, and is noted for the manufacture of wooden combs, which the people were making in the houses as we passed. All the

shops were full of them, and they appeared to be of every shape and size imaginable. Trouble again met me here, for the jinriksha coolies refused to go a step farther, and no one in the place would engage themselves to me except under a most exorbitan sum. Unwillingly, I was compelled to send the guide to the police station, but the only policeman that the village possessed was absent. As soon as the keeper of the inn at which we had pulled up heard of this, he quietly informed me that it would be useless to attempt to get any men that day, but that I should be able to find plenty on the following morning. Of course I knew that this was only said in order that he might have my custom. I therefore told him that I should adjourn to another tea-house and await the return of the police, when I should lodge a complaint against him for attempting to obstruct my journey. I also took the numbers of the jinriksha coolies, upon which the landlord's manner completely changed, saying that if I would consent not to say anything to the police, he would get two jinrikshas for me immediately. This he did, and I agreed to overlook his conduct; and thus, after another couple of hours' delay, we started again shortly before three. The road was very steep, and we therefore divided the baggage, walking up the hills ourselves. The view from the summit of the Torii Pass, as it is called, was indeed most magnificent. The height is about 4200 feet above the sea, and an enormous extent of country is embraced within view. At the top of the pass was a little temple. A rapid descent brought us to the village of Naraii, where we obtained fresh jinrikshas, the coolies of which were excellent. We were enabled thus to get along at a great pace, travelling 9¾ miles in one hour and three-quarters, and reaching Mitoyama, where we were to rest for the night, soon after 6 P.M. Though the village itself was insignificant and poor, the inn was one of the best at which I had yet put up, and the proprietor kept a visitors' book of remarks, in which they spoke well of the establishment.

I was in hopes that the next day's journey would be accomplished without difficulty, as we had with us the same coolies who had behaved so admirably the evening before. After having passed through the villages of Seba and Shiwojiri, however, the coolies suddenly stopped, and refused to go farther unless I paid them for 7½ *ri*, which I knew was more than the correct distance. I told them that they should be paid for the exact distance and no more, and that on our arrival at our destination I would have the matter settled by the police. They then proceeded on the way, but gave me much trouble, for though the road was excellent, and they had no excuse for not pressing on, nothing would induce them to go out of a walk, and they continually stopped altogether. On reaching the top of the Shiwojiri Pass, I got out of my jinriksha, rated them severely, took their numbers, and then told them that they might please themselves whether they went any farther or not, but that so far as I myself was concerned I intended to walk the rest of the way, and report them immediately to the police. On hearing this, they changed their tone, promising to amend their ways, and begged me earnestly to forgive them. I remained obdurate, however, to their oft-repeated entreaties, and walked steadily on towards Shimo-no-Suwa. The road went down from the top of the pass, which was 3440 feet above the sea, into a great valley, in the midst of which was Lake Suwa, upon which the town whither we were bound was situated. From time to time the coolies rushed after me with their jinrikshas, beseeching me to get in and let them draw me; but I felt that, both for my own sake and that of future travellers, it was necessary to make an example of these men; and though they fell on their knees and begged me to forgive them just before we reached the town, I marched direct to the police station and had them arrested. I then proceeded to the Maruya Inn, where I was provided with a fair lunch, after which the sergeant of police called and took down my complaint. We had a long con-

versation together, in which the guide also took part, the result being that the three coolies were sentenced each to a week's imprisonment. I hoped that this would have the effect of making the others amenable to reason, but in the evening the innkeeper told me that it would be quite impossible to procure jinrikshas for the morrow under 17 cents per *ri*. I knew that the legal tariff was six cents, and therefore, without bothering myself to bargain with him, I immediately sent the guide off to the police, requesting them to be good enough to procure me conveyances. The Maruya Inn at Shimo-no-suwa has a special recommendation bestowed upon it in Murray's 'Guide-Book to Japan'; but, so far as my experience goes, both the inn and the keeper were thoroughly undeserving of it.

The next morning, September 25, at 7.30 A.M., three jinrikshas appeared at the inn door which had been procured for us by the police. We ascended a steep and stony road to a small hamlet called Toyobashi, just beyond which was a stone monument in a well-kept enclosure which had been erected to the memory of six men who had been killed in a contest with local troops in December 1863. Shortly afterwards, at a very bad portion of the road, the baggage jinriksha fell down and was smashed to pieces. We now ascended the Wada Pass, the summit of which is 5300 feet above the sea. We reached at 10.50 A.M., after ascending a bad and uninteresting road, a tea-house where we procured a horse for the baggage, arriving at the village of Wada at half-past twelve. This I found a good-sized place, with a roomy comfortable inn, and in the shops of the village were large quantities of curious Japanese basket-work. Having obtained a jinriksha in place of the horse, we resumed our journey after lunch, and at a place called Nagakubo we left the main road, turning off to the left for Tanaka, where we hoped to join the railway once more. We passed through several villages, the names of which I was unable to ascer-

tain, and which were gaily decorated with flags and rows of Chinese lanterns, each protected from the wind by a little umbrella. The scenery now became much tamer than that through which we had previously passed, and after crossing a river by a bridge of boats, we reached Tanaka at a quarter to six, having accomplished the longest day's journey upon the tour. Though the road in many places had been steep and very bad, we had done 34 English miles, the coolies having behaved exceedingly well.

At 8.40 next morning I left Tanaka by train, the railway passing through an uninteresting country, which gradually became very barren and wild. At a station called Karuizawa the train came to a halt, the portion of the line between this place and Yokokowa not being yet completed. The communication between the two stations was kept up by means of a horse-tramway, which, however, was badly laid, as it was only a temporary arrangement pending the completion of the railway. In the course of our transit from Karuizawa to Yokokowa we were twice delayed by the car going off the rails. The road ascends a considerable height before reaching the top of the pass, the descent on the other side being equally steep, and the scenery throughout magnificent in the extreme. We were two and a half hours before reaching Yokokowa, which was a small village chiefly composed of tea-houses, two of which were situated close to the railway station and facing one another. I was greatly amused, whilst waiting for the train to start, at watching the rival proprietors and their servants trying to outdo one another in their touting for guests. The village, though poor, is romantically situated at the foot of a series of fantastically shaped mountains, the peaks and pinnacles of which presented a strangely wild appearance. After leaving this village we passed through a country of a tamer description as regarded the scenery, but exceedingly fertile and highly cultivated, the crops here as elsewhere being principally rice. At Takasaki we changed

carriages, taking the train for Mayebashi, where we arrived at a quarter to four.

I went to the Abura-ya Inn, which was the one recommended in Murray's Guide, and though there was nothing to complain about in it, it was certainly scarcely worthy of the praise which is there bestowed upon it. The town of Mayebashi is a large-sized place, with a population of over 15,000. It is the principal centre of the silk trade, of which the finest quality is produced in the neighbourhood. There was absolutely nothing of interest to be seen in the town itself, through which I took a drive after having a cup of tea. In the evening I went to a so-called European restaurant, hoping to get a decent dinner. The place, however, was occupied by a rowdy party of Japanese, and none of the attendants would pay the slightest attention to my orders. I therefore returned to the inn, and contented myself with my customary frugal meal, which, however, upon this occasion I was able to wash down with a genuine bottle of Bass's beer.

At a quarter to nine next morning we left Mayebashi, having obtained three jinrikshas after the greatest difficulty, owing to its happening to be the day for the renewal of their annual licences. Even those which we did engage would only agree to go as far as Ogi, one and a half hours distant. The road to this place is described by Murray as being perfectly level. It is, however, very far from being so, and I wonder that people undertake to describe a country they do not know. In some places we passed over quite steep and hilly ground, though throughout the whole way the country was well cultivated with the usual crops of rice. At Ogi, an uninteresting village, we succeeded in hiring one jinriksha and one pack-horse as far as the next village, Omama, where we arrived at 1 P.M.

This was a considerable village, and a fair was going on at the time of our visit, consequently the place presented a gay

and animated appearance. The street was lined on both sides with stalls, at which every sort of commodity was exposed for sale. I stopped to witness some of the scenes which were going on, and one in particular amused me greatly. A stall-keeper was offering for sale to a man an old and rusty pair of shears. The buyer, from his gestures, was evidently expressing doubt as to their being able to cut. Thereupon the dealer handed him a couple of straws, the result being that they would not cut at all. A number of bystanders had gathered round, and all burst into a roar of laughter at this, in which the stall-keeper himself most good-humouredly joined. We found it impossible to obtain another horse here, and the road was really too bad for jinrikshas; so that we started to walk as far as Hanawa, the next village on the road.

Soon after leaving Omama we crossed the river Waterasegawa by a bridge, after which the road ascended, passing along high above the gorge through which the river flows, the road in some places appearing almost to overhang the river itself. The scenery here was extremely lovely, the country being beautifully wooded, whilst far below us the river was rushing down in an impetuous torrent, though at times it subsided into quiet, clear pools. The road itself, however, was fearfully bad, and our feet sank deep in soft mire and slush, which was rendered all the worse by the heavy carts which were passing along it. We reached Hanawa at half-past five, and as another village named Godo was only one *ri* farther, I wished to push on to it before we halted for the night. To my disgust, however, the coolie with the pack-horse refused to go any farther; and when I remonstrated with him he simply sat down on the ground, and if he had been a Frenchman he would probably have said, "*J'y suis, j'y reste.*" Being a Japanese he remarked, with their usual regard to truth, that the distance was a *ri* and a half, that it would take us at least two hours

to accomplish, that the road was extremely dangerous in the dark, and that, finally, at Godo he would be unable to obtain any accommodation for his horse. I saw that it was useless to expostulate with him, for the Japanese are like mules, and if they once make up their minds to any course, nothing will induce them to change it. I therefore made the best that I could of the matter, and determined to stay at Hanawa for the night. My chief reason for not having wished to do so was, that the inn was unfavourably mentioned in Murray, but I found it quite as good as any other that I had patronised.

Next morning I secured a second pack-horse, and we started on the way at 7.30 A.M. The day was beautifully fine, and the weather balmy, yet fresh. The road to Godo was on the whole fair, and we reached the village at a quarter past eight, so that I had the satisfaction of rating my coolie soundly for the falsehoods he had told me the night before with regard to time and distance. Once again we were in the midst of perfectly lovely scenery, abounding in forests of bamboos and pines; and just before arriving at the village of Sori we passed through a grove of magnificent cryptomerias, in the midst of which stood a small temple. At Sori we stopped for a short time to rest the horses, and then wound up through a deep glade, sometimes close to the river and sometimes high above it, until at Ashiwo, in the midst of the most picturesque scenery, we stopped to lunch at a good inn. Near here is a convict establishment, the prisoners being engaged in working large copper-mines and smelting-furnaces. We met several detachments of them being marched along the road, attired in a dull, red dress, and loaded with chains. The next village was called Mikochi, after which the country became very wild, the population appearing miserably poor. Their chief occupation was charcoal-burning, and the smoke of their furnaces could be seen in all directions on the hillsides.

At this point we commenced the ascent of the Ashiwo Pass, which was the longest and steepest we had as yet traversed. After a steady climb of nearly three English miles we reached the summit at four o'clock, and halted to rest at a roadside tea-house. The descent on the other side was by a wonderful zigzag and serpentine road, so constructed in order to make the gradient as easy as possible. The glorious scenery was considerably heightened by the autumnal tints with which the foliage of the trees and shrubs was beginning to be clothed. At the bottom of the hill I had expected to be able to get a jinriksha; but being unable to do so, I was obliged to walk on, and night had fallen before we reached our destination, which was Nikko. I first of all made for the Suzukiya Inn, a so-called European hotel. Its appearance, however, did not please me, and I met a man who informed me that another good hotel had been opened three months. According to his direction we climbed a steep hill, and arriving at the spot which he had indicated we found four bare walls, as if the inn was still in the course of construction, and had not yet been finished. By this time I was tired, hungry, and worn out; therefore, in order to avoid hunting about any further, I put up at a Japanese inn called Ineya.

The next day was a Sunday, and after breakfast I started to see the temples and other objects for which Nikko is famous. After leaving the inn I crossed the river by a wooden bridge; another bridge spanned the stream about 30 yards distant from the former. This latter bridge was painted red, and was considered sacred, the Mikado himself being the only person allowed to pass over it. The celebrated temples and tombs of Nikko are situated just on the other side of the river, in an enclosure called the Man-gwan-ji. The two chief tombs are those of Iye-yasu and Iye-mitsu, saints and shoguns, and are plain constructions of stone and bronze. At the entrance to the grounds is a handsome

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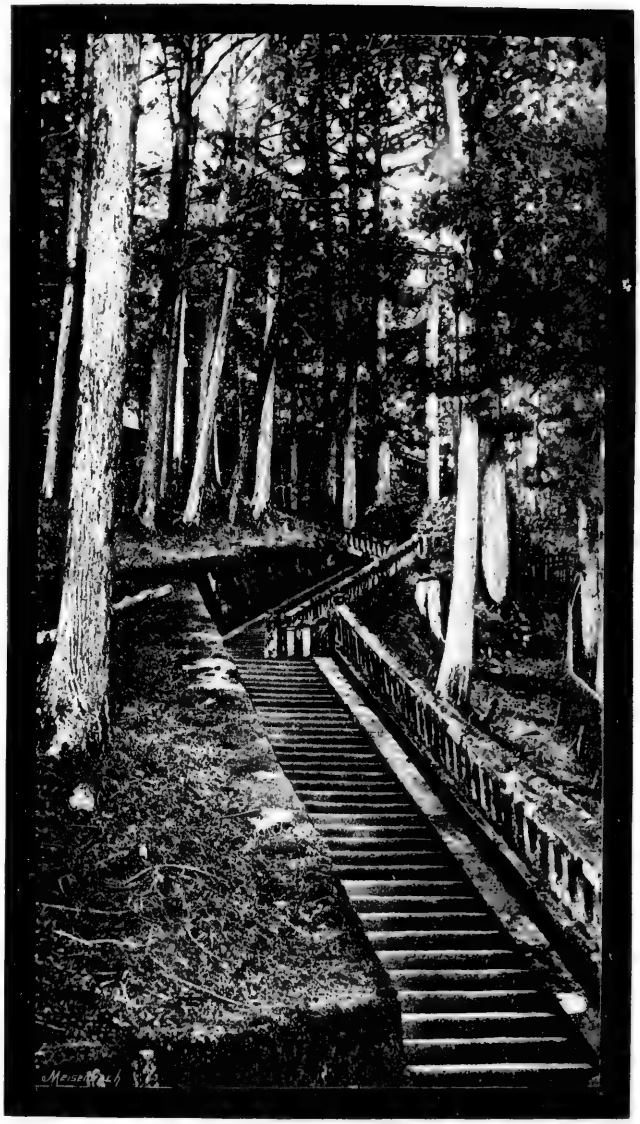

TEMPLE GROUNDS, NIKKO, JAPAN.

pagoda, 104 feet high, dating from 1650 A.D. From top to bottom it is splendidly ornamented. The temples themselves were originally Buddhist, but since the restoration of the Mikado to sole power the ancient faith of the country prior to the introduction of Buddhism from India, and which is known by the name of Shinto, has become the established religion of Japan, and these temples are accordingly devoted to it. In consequence of this, the bells, gongs, and other sacred instruments which were used in the Buddhist ceremonial have been removed, and the temples themselves have been "purified" according to the Shinto religion. Magnificent groves of cryptomerias add greatly to the beauty and solemnity of the place, shedding as they do a weird and solemn gloom over all the buildings and surroundings. I had certainly seen nothing in Japan to approach the splendour and magnificence of these wonderful structures, and they well deserved a week's examination at least, instead of the hurried couple of hours which I was able to bestow upon them.

CHAPTER XXXVI.

THE ETAS—A VILLAGE OF LEATHER-DRESSERS—UTSONOMIYA—A SHINTO TEMPLE—BY TRAIN TO SENDAI—YOSHIOKA—DRUNKEN NATIVES—SAMBONGI—FURUKAWA—KANNARI—A REMARKABLE CURIOSITY—MAYEZAWA—KANE-GA-SAKI—THE VOLCANO OF GAN-JIU-SAN—MORIAKA—KOTSUNAGI—KINDA-ICHI—AN UNNECESSARY DETOUR—GO-NO-HE—WILD FLOWERS—KOMINATO—AWOMORI—EMBARK ON STEAMER FOR HAKODADI.

September 30–October 10, 1889.

WITH the exception of the temples described in the last chapter there is nothing of especial interest about the town of Nikko, if indeed it can be called a town at all. It has merely one street about three-quarters of a mile in length, and which seemed to be mainly occupied by curiosity-shops of a very third-rate character. But a little beyond, on the Utsonomiya road, was a village inhabited entirely by leather-dressers. These are called Etas, and were formerly considered the lowest of the low—so much so, indeed, that they had no civil rights, and were not allowed to intermarry with any other classes. This distinction, however, has now been abolished, and the Etas are considered on a level with their fellow-creatures. I visited this place and purchased about a dozen skins of a species of marten. The fur itself greatly resembled sable, but it was of a different colour, being a dull yellow. In the evening I dined at the Suzukiya Hotel, which proved to be better at closer quarters than it had appeared

from the outside. The dinner was certainly plain in the extreme, and everything was as rough as could be, but the proprietor was evidently anxious to give satisfaction, and everything there was very clean. There I met a gentleman who kindly undertook to take my newly purchased furs on to Yokohama for me.

Through him I found that there was another hotel called "The Nikko," and next morning we paid a visit to it. It stood in an excellent situation on a hill close to the temples, and all its arrangements were European. It was a pity that I had not known of it before, as it is by far the best hotel in the place. As for the Ineya, where I had stayed, I should certainly warn any English travellers against putting up there, as the accommodation was outrageously bad, and the charges absurdly exorbitant. The landlord, moreover, when I complained about my account, coolly informed me that he had charged me considerably less than he ought to have done, because I was unaccompanied by a professional guide.

Soon after ten o'clock we started on our way in three jinrikshas, and having passed through the village of leather-dressers, we entered on a fine and excellent road, lined on both sides by a magnificent avenue of cryptomerias. This extended the whole distance to Utsonomiya, a journey of 22 miles. On the way we passed through three small villages, called respectively Imaichi, Osawa, and Tokujira, where there was nothing to detain us, and we reached Utsonomiya at 2.40 P.M. I had intended to take the train, but owing to the guide and baggage lingering behind, I missed the last train of the day, which started at 3.3 P.M. I was therefore compelled to spend the night at Utsonomiya, which is a good-sized town, with a population of about 15,000.

The only object of interest in the place, however, was a large Shinto temple, approached by a flight of 79 stone steps which lead up from the main street. From the platform at the top I was rewarded by a splendid view. On walking

through the streets I noticed on the sign-boards of some of the shops rude and amusing attempts at English, one in particular had the following notice in large and conspicuous letters, "Foreign any artices fulsel and retail shop," which I presumed was intended to mean wholesale and retail shop for foreign articles. I discovered a very fair European restaurant, where I was provided with well-cooked meals, and passed a comfortable night in a room furnished in the ordinary Japanese fashion.

Next morning, Tuesday, October 1, I left Utsonomiya by the ten o'clock train for Sendai, where I arrived at 7 P.M. I found the first-class carriages excellent in all their arrangements, resembling very much an English saloon carriage. At every station along the road tea and hot water were supplied gratis. The guards and other officials might have taught a very good lesson to those at home, for they were most attentive and polite. The country through which we passed was highly cultivated, but the scenery all along the line was very tame. At Sendai I put up at a large native inn called the Harikiya, to which was attached a European restaurant where the food was supplied for my meals.

Sendai is a very large town, with a population of over 60,000, and was formerly the seat of Date Mutsu-no-kami, one of the chief daimios of Japan. His castle, which was partially destroyed during the civil war of 1868, is now used as military barracks. With the exception of this castle, there is little of interest to be seen at Sendai. According to Murray's Guide the presents given by the Pope to the Japanese Embassy sent to Rome in 1615 were kept in the Kencho or town-hall. I therefore visited the place in the hopes of seeing them, but to my disappointment I found that they had all been removed to Tokio. At a bookseller's shop in the town I managed to purchase a printed copy of the letter accrediting the embassy, as also some photographs of his Holiness's presents. These consisted mainly of pictures,

a crucifix, and ecclesiastical vestments, though there were many other minor articles besides. At the time of that embassy Japan was very nearly embracing the Catholic faith, but, unfortunately, owing to the misguided zeal of the Franciscan Fathers, the movement was almost extinguished in a sea of blood. The shops at Sendai were of the ordinary Japanese class, and I purchased several well-carved trays and boxes, made of a kind of fossil wood which was peculiar to the neighbourhood.

We left this place at 2.20 P.M., stopping shortly afterwards for a few minutes at a small village where large quantities of coarse pottery were made. Then we traversed an excellent road through a broken country, between low hills covered with scrub and cultivated in patches with rice. After having passed through the insignificant villages of Nanakita and Tomiya, we arrived at Yoshioka, where we had determined to stop for the night, reaching our destination just about sunset.

Yoshioka is a tolerable-sized village, with one small though tolerably good inn, called the Usunokamat-su. During the night I was greatly disturbed by some drunken Japanese who were in the next room to mine, and this was the first occasion on which I had come across anything of the sort in Japan. The natives as a rule are very quiet and sober.

Thursday, October 3, we left Yoshioka at 8.20 A.M., passing along a road through a tract of country very similar to that which we had traversed the day before. We reached the village of Sambongi at 10 A.M., a distance of seven and three-quarter miles from our starting-point. Soon after leaving this village we passed a temple, at the entrance of which were two gigantic human figures carved in wood, and decorated with votive offerings, of straw *waraji* or sandals; the object of these offerings being that the god would make worshippers strong-footed, owing to the long distances which they have to walk. In order to reach this temple we had left the main road, which we joined again at a small town

called Furukawa, where we changed the jinrikshas, starting on our way again just before noon. As far as Araya the road was in excellent order, and the country level, open, and highly cultivated; but after leaving this place we entered upon a tract of moorland, the roadside being lined by the common Scotch firs. Here, too, we entered a more hilly district. At one o'clock we stopped for luncheon at a long straggling village called Takashimidzu, starting again at 2 P.M. At a quarter past three we came upon a busy animated scene at a village called Tsakirate, where a large fair was going on. Here again we changed jinrikshas, and thence we proceeded at a good pace along a road as level as a billiard-table, in first-rate condition, which passed through an open country, which was extensively cultivated with mulberry-trees. The village of Kannari, where we arrived at 4.30 P.M., and halted for our night's rest, was small and insignificant, the inhabitants looking poverty-stricken. The inn, however, was very good. In the evening I obtained from a native a brace of partridges, which resemble the English species in plumage but of a rather larger size.

By half-past eight on the following morning we were once again upon our way, accompanied by the civil and obliging innkeeper, who was anxious to take me to visit a house, the owner of which possessed a great curiosity. This was a model of a cock and hen carved out of what is said to be a mixture of gold and charcoal. It was reported to have been in the possession of the family of its owner for over eight hundred years, and the ancestor who constructed it was claimed to have discovered the art of transmuting the base metals. He had been a charcoal-burner. The owner was justly proud of his remarkable treasure, which, as I was informed, is regarded by every one in the neighbourhood with the greatest reverence. Its possessor has several ancient documents connected with its history. The cock and hen are both rudely made of a black substance,

with lumps of yellow metal showing here and there, and each bird is about four inches long by three inches high. Some years ago they were sent, by special command, to Tokio for the inspection of the Mikado. A small temple has been erected to the memory of their maker over his reputed grave, and this also we were taken to visit.

Having bidden farewell to my courteous landlord, we went on our way over a good road lying between low hills covered with brushwood. Soon after eleven we reached Ichi-no-seki, a flourishing little town of about 3400 inhabitants. Here we changed jinrikshas, and afterwards we entered a pretty country, open in the foreground, but closed in behind with a grand range of wooded mountains. The crops of rice hereabouts appeared to me magnificent, and they were almost ready for reaping. We halted for an hour to lunch at Mayezawa, where we again changed our *kuruma*, and then passed along a road close to a new railway, which was apparently finished and ready for opening. Having gone through a large-sized place called Midzusawa, we crossed the Ibukigawa river, which, like all the streams in that part of the country, was teeming with salmon, and arrived at Kane-ga-saki at 4 P.M. This was a wretched village, with a still more wretched inn; but owing to the refusal of the coolies to advance any farther, I was obliged to stay there for the night. Up to this point my excursion for the last few days had been rendered far more enjoyable than before on account of the behaviour of the coolies, who did their journeys well, were reasonable in their demands, and perfectly amenable to orders. Here, however, I appeared to have entered upon a new district, for from this point I could not get any coolies to go with me more than one stage.

Saturday, October 5, was a cold, raw morning, with frequent showers. I rose early, after having passed a very uncomfortable night, and started ahead of the jinrikshas

in order to try and warm myself by walking. I left Kanega-saki at 7 A.M. As far as Kurosawa-jiri we found the road very heavy and much cut up. At this place we crossed a river navigable for native boats from the sea. Beyond, the road was good, and the scenery much more pleasant; but in the whole of this district, as in that of the Nagasendo, we saw many tokens and signs of the enormous damage done by last month's typhoon. We were constantly coming upon the remains of bridges which had been washed away. A striking and conspicuous object throughout this day's journey was the volcano of Gan-jiu-san, which rises up a beautiful cone-shaped mountain 5700 feet high. The volcano, however, is now quiescent, nor has it been active for several centuries. Having lunched at Hidzume, we crossed the Kita-gami-gawa by a substantial wooden bridge built on piers, and arrived at Moriaka at 3 P.M.

This is a large town with a population of over 22,000, the capital of a province, and formerly the residence of a daimio. The shops, however, were very poor, and there was absolutely nothing of interest to be seen. I had been led to expect comfortable quarters here at the principal inn. Owing, however, to a death in the family, this inn was closed to visitors, and I was compelled to put up with most indifferent accommodation at a very third-rate establishment.

Next morning again I started in advance of the guide and baggage — the morning being unpleasantly raw, and the rain falling heavily. The road, however, was excellent, through a moorland district. Having changed coolies at Shibutami at half-past ten, we reached Numaqunai at 1 P.M., where we stopped to lunch — a long delay being afterwards caused by an accident to the baggage jinriksha. The road now commenced a very steep ascent, and had been greatly spoilt and cut up by the railway-works which

were in progress. In this part it was evident that a long time would elapse before the line was ready for opening, as the engineering was somewhat difficult, and a great number of bridges had to be constructed. Having descended a pretty gorge down which was rushing a small but rapid stream, and which was densely wooded, the foliage of the trees looking lovely in their autumnal tints, we arrived at Kotsunagi as the sun was declining to the west, and here we halted for the night. The village was situated in a picturesque position at the mouth of the gorge which I have just described. There were not more than from twenty to thirty houses in it; but the inn was clean, comfortable, and possessed a couple of good rooms. In the midst of a grove of magnificent cryptomerias was a temple rapidly falling into decay, and the grove itself was being ruthlessly destroyed in order to provide timber for the sleepers and trollies of the railway. Thus, even in Japan, one cannot avoid coming across instances of the vandalism of modern civilisation!

The next day's journey lay through scenery more picturesque than anything I had seen since leaving Nikko. Deep down beneath the road ran a river, in the midst of hills which were one mass of lovely foliage; and had I had with me a salmon-rod, I should have been tempted to linger there for the excellent sport which the river seemed to promise. Soon after ten we crossed a deep gorge spanned by a lofty wooden bridge, on the other side of which was an old temple, near which were standing two handsome bronze lanterns. Soon afterwards we reached Fukuoka; but as 'Murray' stated that Kinda-ichi, one *ri* farther on, afforded better accommodation than this place, I proceeded thither to lunch. Again I had cause to regret that I had trusted to the information in the guide-book, for a more miserable-looking place than Kinda-ichi one can scarcely picture to one's self. The bridge over the Mabechi-gawa river was

washed away, and we were obliged to cross in a ferry-boat, after which we ascended a nasty steep hill, with a sharp descent on the other side. Just beyond the village of San-no-he, which lies at the foot of the hill, we had to cross another river in a boat, the bridge here also having been washed away. That afternoon I was destined to have some more trouble. On this occasion the delinquent was my guide, who had hitherto given me complete satisfaction. The coolies turned suddenly to the right, leaving the main road, and I felt sure that we were going in the wrong direction. The guide, however, would not listen to me, and urged his coolies on at a pace so great that it was a considerable time before I could catch him up. I then compelled him to stop and explain matters, and from the inquiries which I made I found that we were on the way to a place called Hachi-no-he, which was quite out of my proper route, but which, for some inscrutable reason of his own, the guide had ordered the coolies to make for. By the time that we had regained the main road, about an hour and three-quarters had been wasted, and when we reached it the coolies objected to proceed farther, saying that they had accomplished the number of miles for which they were hired. Fortunately, a primitive conveyance, calling itself a coach, happened to pass at the time, and to this we transferred ourselves and our baggage, arriving at Go-no-he at six o'clock, after having passed through a hill by a tunnel. The evening was very cold and sharp, and just at a quarter to eight there was a severe shock of earthquake, accompanied by a loud rumbling. The house swayed to and fro, everything in it being violently shaken, and for a moment or two I thought that it was going to fall about our ears. However, as it turned out, no damage of any sort was done. Go-no-he was a large-sized village, with nothing worthy of notice in it; the only thing to be recorded is that the hotel bill was egregiously extortionate.

Tuesday, October 8, was a fine day, extremely cold until the sun came out, when it was very pleasant. Our road this day traversed a tract of moorland, rough and hilly, with patches of rice cultivated wherever possible in the small ravines and hollows. After passing through the villages of Dempo-ji, Fujishima, and Sambongi, we reached Shichi-no-hi, where we changed *kuruma*. The road now became extremely bad, though the monotony of the way was relieved by the great abundance of wild flowers, some of which were especially pretty. The blue Swiss gentian seemed to flourish here in great luxuriance. Soon after mid-day we caught our first glimpse of the sea shortly before reaching Nobechi, where we stopped to lunch. From this point the road followed the coast close to the sea until shortly before we reached our destination for the night, when it struck inland again, passing through a poor country, chiefly covered with pine-woods. At a quarter to five we reached Kominato, where, in a good inn and in a room which opened into a pretty little garden, I passed a fairly comfortable night. Another shock of earthquake occurred during the evening, but it was unaccompanied by any rumbling, and was far less severe than the previous one.

I got up very early next morning, intending to make a start in good time. The innkeeper, however, quietly informed me, just when I had finished my preparations and was ready to be off, that there were no jinrikshas to be hired in the place, as a number of troops were hourly expected. He tried to persuade me that I must therefore go by coach; and this he had already been urging upon me the evening before, when I had persistently refused. I felt convinced that he had some personal object in thus endeavouring to persuade me to take the coach, and I believe that he had some pecuniary interest in it. I therefore, without wasting any time in argument, went off to the police station, and a constable there soon procured me

three jinrikshas. The Japanese police force is really an excellent institution: the men are invariably civil, obliging, and energetic, always ready to assist a foreigner, and by their firm and strict discipline inspiring the innkeepers and coolies with a wholesome fear of them. A short distance after starting we again struck the coast, which we continued to follow throughout the day. The scenery here was exceedingly lovely, the bay being indented by numerous little sandy coves, at the back of which ran wooded hills. In the middle of one of these little inlets lay a remarkably steep and well-wooded island. We met a large body of infantry on the march, the men appearing sturdy and well built, though small of stature. Every man was carrying intrenching tools, and the buglers were armed with rifles; the uniform of the officers was very similar to that of the French. At 10.15 A.M. we reached Awomori, a large town of 11,000 inhabitants lying on the edge of a well-cultivated plain, and also standing on the sea-shore. The streets were wide, and wooden arcades ran along both sides of them; but there was little of interest in the place. I purchased several specimens of a pretty kind of lacquer, which is manufactured here, and can be procured nowhere else in Japan. Its distinctive peculiarity was a marbled kind of surface.

A steamer runs daily between Awomori and Hakodadi, and on this steamer, which was named the Chitose Maru, we embarked at 4.30 P.M., though we did not sail until eleven at night. The vessel was only about 290 tons burden, but her accommodation was excellent for her size, though no European food was to be had on board. I brought, however, a steak with me from shore, and the steward cooked it for my dinner. The captain, officers, and crew were all Japanese, and the accommodation was therefore, of course, native. After a very fine passage we arrived at Hakodadi before daylight, but I did not land till half-past

seven. The harbour is completely land-locked, and the town nestles at the foot of a steep barren hill called the Peak, which is considered by some travellers to resemble Gibraltar. So far as I myself am concerned, I must say that I cannot see in what the resemblance consists. There was scarcely any shipping in the harbour, an American vessel being the only one which was flying a foreign flag.

CHAPTER XXXVII.

HAKODADI—THE PUBLIC GARDENS—THE WATER-WORKS—THE "STONE OF GREEN BLOOD"—THE AINUS—THEIR RELIGION—NANAYE—A GOVERNMENT STUD-FARM—LAKES JUNSAI NUMA AND ONUMA—MORI—A CURIOUS TEMPLE—MORORAN—THE AINU COUNTRY—HOROBETS—AN AINU CHIEF AND HIS TREASURES—A SACRED BEAR—I PURCHASE A PUP—TOMAKOMAI—MY GUIDE'S UNFORTUNATE EXPERIENCES—ENDO—A WET DAY—PIRITORI—THE SARU RIVER—PENRI, AN AINU CHIEF—A MISCELLANEOUS COLLECTION OF AINU CURIOSITIES—THE NATIVE FORM OF SALUTATION—A BAD ROAD—SAPPORO—A NIGHT-PEST—OTARU—A MODERN JAPANESE STEAMER—OGINOHAMA—ARRIVE AT YOKOHAMA.

October 11–27, 1889.

THE principal hotel at Hakodadi was once the Governor's residence, and was situated in the public gardens about a mile from the town. The sitting-rooms were furnished in European style, and I was strongly recommended to the place. After a miserable breakfast there, I called on Mr P., the British Consul, and gladly accepted his invitation that I should stay with him. The public gardens were well laid out, and in the grounds were two small museums containing a collection of weapons, implements, and attire used by the Ainus and the Kurile islanders. There were also some badly stuffed specimens of birds and natural products of Yezo. The principal street of Hakodadi runs along the foot of the hill near the harbour; it is wide, and lined with good stores where most foreign articles can be procured. On the hill

overlooking the town and harbour is a large plain Catholic church, and just behind it stands the Greek Orthodox church.

In the afternoon, accompanied by Mr P., I paid a visit to some new water-works which had been opened with great ceremony about ten days before my arrival. The reservoir was large and substantially built, and no doubt will prove a source of great benefit to the town.

On June 8, 1869, there was a severe conflict between the troops of the Mikado and a force of rebels at Hakodadi, and the spot where the principal fight took place is marked by a large stone on the side of a hill, called the "Stone of Green Blood." A short distance from it was the place where the rebels were buried, and a long row of stone lanterns are placed to their memory. The Consul took me to see this spot, and afterwards lionised me through the town. The experience of civilisation was pleasant after the three weeks' roughing through which I had passed.

At Mr P.'s house I met an Anglican clergyman who had been engaged in mission work for the past thirteen years amongst the Ainus in connection with the Church Missionary Society. This gentleman had published a dictionary and grammar of the language of this remarkable people, and had, moreover, contributed several papers relating to them to the Journals of the Asiatic Society of Japan. He was probably better acquainted than any living European with their traditions, customs, and religious belief, and from him I received much useful information which I was very glad to obtain, as I intended to make a trip into the interior through the district which they chiefly occupied. His house was full of most interesting and valuable Ainu curiosities, which he most kindly invited me to inspect. The Ainus are polytheists, although several travellers and others have erroneously stated that they have no system of religion. They have a general name for all gods,

and this name is Kamui—it signifies the maker of worlds and places; and the chief god, who is also sometimes called by that same name, is regarded as the possessor of heaven. But their system of theology includes an enormous number of gods—such, for example, as gods of the mountains, gods of the sea, gods of fine weather, and gods of animals.

Ainu offering to the gods.

Their most sacred animal is the bear. The chief god is believed by them to be the dispenser of all power and authority to the lower order of gods, and he is also regarded as the source of all life and being, and the fountain of all goodness. In the appendix to this volume will be found a complete list of Ainu divinities and Ainu legends. This people believe in the immortality of the soul, and also in future rewards and punishments; but they have no temples nor

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fixed places of worship, which fact probably accounts for the erroneous statement mentioned above. They offer to their gods, however, libations of wine, and sacred gifts consisting of willow-sticks with the whittlings left on, known by the name of "Inao."

I spent the greater part of the afternoon at the house of the missionary, returning to the Consulate to dinner. Hakodadi is one of the headquarters of mission work in Japan, Catholic, Greek, Anglican, and Presbyterian missionaries all residing here. The port is the centre of considerable traffic with China in edible sea-weed and dry fish.

Next morning, Saturday, October 12, we left Hakodadi at half-past nine in a two-horse trap, and drove along a villanous road round the bay to Nanaye. Here we visited a Government stud-farm which was originally started in 1868 by a Mr Gartner, from whom it was purchased by the Ministry of Agriculture and Commerce. Horses and cattle were being bred in large quantities, but the efforts which have been made to acclimatise sheep have for some reason or another proved abortive. Indeed it is a curious fact that sheep will not live in Japan, though they thrive well in China, whence all the mutton consumed in Kobe and Yokohama is imported. About three miles from this stud-farm the road climbed a very steep ascent to a spot 942 feet above the sea, whence the view looking back over Hakodadi Bay was very extensive and fine. On our way down the other side we had a most glorious view of two lakes lying at the foot of the hill, named respectively Junsai Numa and Onuma. They were both small, but were picturesquely surrounded with thick woods, and numerous islands dotted their surface. These lakes are a favourite resort for picnic parties from Hakodadi, and on the shores of the smaller one were two inns, at the farther of which we stopped to lunch. The rooms were furnished in what the proprietor believed to be European style, though the beds were simply wooden boxes

with legs about two feet high, reminding one unpleasantly of coffins upon trestles. These Japanese landlords must have a strange idea of the taste of foreigners if they think that they prefer beds like those to comfortable Japanese ones. They seem, however, to be furnished in this way on purpose to afford the innkeepers an excuse for charging high prices. Resuming our journey at two o'clock, we passed through a wood, the tints of which were exquisite and of almost every hue and colour, the predominant shades being scarlet and yellow. The road was full of deep ruts, and the motion of the trap was unpleasant in the extreme. At a quarter to four we arrived at Mori. As it was then too late to get to Otospe, where I had intended to stay the night, we determined to take up our quarters at the inn at Mori. I afterwards had occasion to congratulate myself upon this step, for the room where I slept was certainly the prettiest, nicest, and most comfortable of any I had yet seen in Japan. The walls were covered with black sand in which pieces of pearl-shell were inlaid, the effect being exceedingly good.

Mori was a long straggling village on the sea-shore, and it possessed a small temple, very elaborately decorated. The walls were covered with votive offerings and pictures, the drawing of which was startling, and the colouring gorgeous and brilliant. The subjects delineated appeared to be chiefly horses and ships, though the figure of some black divinity occupied the place of honour. The inlet of the sea upon which Mori is situated is called Volcano Bay, and the volcano from which it takes its name stands out a prominent and striking object as seen from the village.

Steamers ply between this place and Mororan on the opposite side of the bay, and next day I embarked on board one of these steamers to visit that place. The vessel was a wretched little craft of about sixty tons; she rolled most horribly in a choppy sea, large quantities of spray continually breaking over her. We reached Mororan after a three

hours' passage, and I put up at an inn close to the landing-place. The situation of the town was very picturesque, but the place itself was dull and uninteresting.

Early next morning we started in a two-horse trap along the road which skirted the shore of the harbour in the midst of exquisite scenery. At the village of Washibets, through which we passed soon after leaving Mororan, the Government had lately built a number of houses with a view to encouraging immigration and to improving the country around.

Ainu women weaving (Japan).

For this purpose they had given free grants of land to settlers, and a few acres had already been cleared of trees and brought into cultivation. The principal produce appeared to be vegetables. At ten o'clock we reached Horobets, having passed through a wild country.

This place contains a mixed population of Japanese and Ainus, and I visited the house of the chief man among the latter, to whom the Rev. Mr B., the missionary at Hakodadi, had recommended me. This chief possessed a large quantity of lacquer bowls and saki cups, which he was un-

derstood to be selling off. The bowls were very handsome, but unfortunately, having been used for ordinary household purposes, they were all more or less chipped and broken. Though he was supposed to be selling off, the owner asked ridiculously high prices, and on my trying to bargain with him, he indignantly refused to abate his offer, remarking calmly that if I thought them too dear I had better not buy them at all. After considerable argument I ultimately purchased a fine bowl for ten dollars. The Ainus value their lacquer possessions highly, and are very loath to part with them, for the respect in which a man is held by his neighbour varies in proportion to the number of pieces which he possesses. They were originally obtained by them from the Japanese in exchange for skins and furs, and when not in use they are arranged carefully in a recess in the principal room. In another house which I visited, I saw a young bear in a cage which was being kept for the annual bear-feast. On this occasion the unfortunate bear, after being worshipped with great ceremony, all the people asking its forgiveness, is then killed in a very cruel manner. The worshippers shoot blunt arrows at it until it becomes goaded into fury, when two men rush at it and secure it with a rope. Other ropes are then made fast to each of its legs, and the animal is spread-eagled. A pole is afterwards placed across its neck, and every one throws his weight upon it, until the poor beast is slowly strangled, after which he is cut up and eaten. From the owner of this bear I purchased a small Ainu pup of two months old, which was pure white, with very thick hair. I paid two dollars for it.

After leaving Horobets we ascended a steep path through some woods to Shiroi, where we stopped to lunch. Thence we traversed a level road close to the sea through a district covered with coarse grass and stunted bushes, in the midst of which were numerous swamps and ponds, in some of which I saw teal. Numerous small Ainu fishing villages

lay in succession along the shore, and in almost all of them we saw the inhabitants at work boiling down a species of sardine for oil.

Our resting-place for the night was at Tomakomai, a small place without interest, and thence next morning, Tuesday, October 15, we rode along a tolerably fair road to Yubuts, a small fishing hamlet, containing not more than a dozen houses. Thence the road became a mere track through the sand, the line of which was only discernible by the telegraph posts. Some distance afterwards we crossed a wide river in a boat, and from this point the track was in better order as far as Mikouwa, where we stopped to lunch and change horses. Our way now struck through a thick forest of oak-trees, which were not anything like so large as English oaks, but the leaves of which were considerably larger. My guide had some disagreeable experiences that day, as he was twice kicked off his horse, and was so tired when we arrived at Endo, our destination for the night, that he actually had to be lifted off his animal. Here was no village, but only a wayside inn situated on the banks of the Saru river, which was a broad stream crossed by a ferry. I found myself, however, very comfortably quartered here. The country all around this neighbourhood was wild in the extreme, without the slightest sign of cultivation; but the landscape was relieved by a fine range of mountains in the distance, which were covered with snow.

The following day was wretchedly wet, the rain descending in torrents all the morning; and as the guide refused to proceed after lunch, saying that it was too late to go on that day, I spent the afternoon in walking to an Ainu village which I had noticed picturesquely situated on a hill overlooking the river. Before I had gone half-way the rain commenced again to fall very heavily, and when I reached the village I could see nothing of the inhabitants, for they were all closely shut up inside their houses: I was therefore

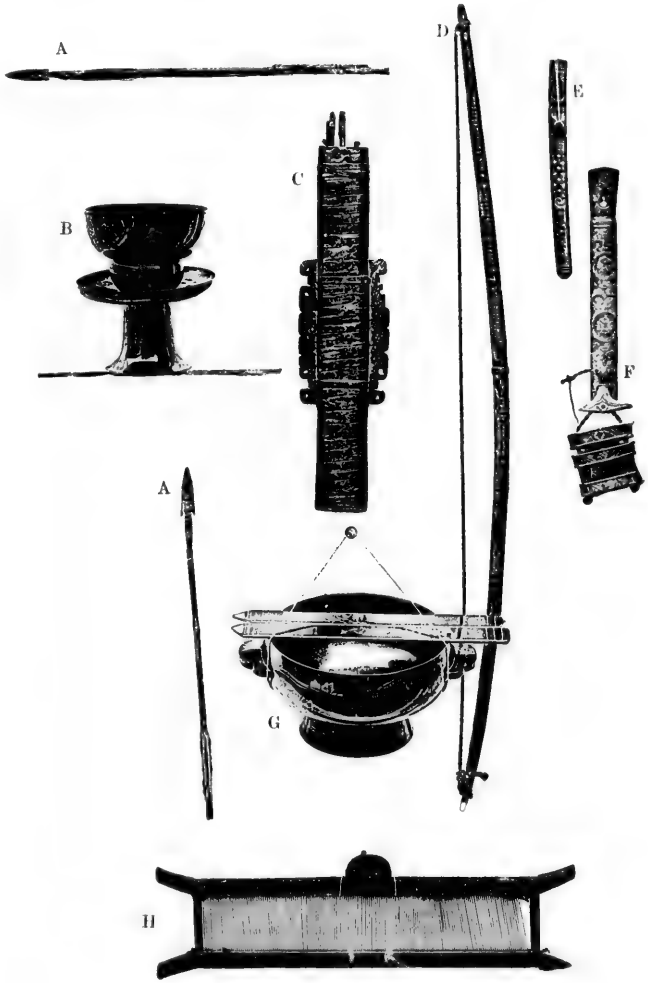
obliged to return to my inn wet through, tired, and disappointed.

The next day I made an expedition to a place called Piritori, which I had been recommended to visit. The road thither passed by the valley of the Saru river, and in places it was a perfect quagmire, in which the horses floundered up to their knees. Indeed it was only with the greatest difficulty that we managed to get along at all, and in crossing a

Piritori, Yezo, Japan.

bridge over a stream the guide's horse fell right over into the water. Fortunately the height was only eight feet, and beyond a thorough ducking no harm was done. After passing through several small Ainu villages, we reached our destination at nine in the morning.

Piritori is quite a considerable village for this part of the country, containing a population of no less than 220. With the exception of one Japanese who kept a small store, all the people were Ainus. This storekeeper supplied the natives with saki, which is a potent spirit distilled from rice,



AINU WEAPONS AND IMPLEMENTS.

A, Arrows. B, Saki cup and stand.
C, Bark quiver. D, Bow.
E, Moustache-lifter. F, Carved tobacco-box and pipe-case.
G, Lacquer bowl and moustache-lifters.
H, Shuttle of a loom.

and, in my humble taste, one of the nastiest drinks imaginable; all the Japanese, however, are very fond of it. I had an introduction from Mr B. to the chief, whose name was Penri, and on my visiting him he welcomed me heartily, leading me into the house by the hand and placing a bench for me by the side of the fire himself. This I was informed was a mark of the greatest honour. The well-known writer, Miss Bird, had once stayed at this chief's house, and having read her book, I was able to tell him that his name was known in England. At this he seemed to be highly flattered and delighted, and immediately asked me what he could do to show his favour towards me. I told him that I was anxious to buy some Ainu weapons and curios, and accordingly he sent a messenger round the village, the result being that an extraordinarily miscellaneous collection of articles was soon spread before me, from which I selected a good number, the most valuable of which was a bark quiver filled with arrows. These arrows were about a foot long and feathered, the barbs being made, some of iron and some of bamboo, with a hollow cavity filled with poison. Amongst other things, I also purchased some interesting specimens of cloth, on which were embroidered, with blue and red braid, various patterns of geometrical design. Penri, the chief, had a good stock of lacquer in his house, but I could not prevail upon him to sell me any. After making my purchases I took a stroll through the village, the houses of which were built of wood, the sides as well as the roof being thatched with straw as a protection against the extreme cold in winter. Most of the houses consisted of but one room, which had a good boarded floor. The storehouses, or "godowns" as they were called, were built in a similar fashion, but were raised on posts about six feet from the ground. All the inhabitants appeared to me polite and well-mannered, and every one saluted me in the native manner—that is to say, by extending the arms, bowing as the hands are brought

together, and then slowly raising them to the face and stroking the beard. The men were a fine, dignified-looking race, with a really noble expression on their faces, their eyes in particular being remarkably piercing and keen. They all wore their hair long, and had heavy moustaches and flowing beards. In consequence of this, the old men presented a most venerable appearance, and, in a word, the Ainus seemed to me a magnificent type of a wild race, having nothing whatever in common with the Japanese. The young girls were fairly good-looking; but the females did not strike me as possessing such handsome features as the males. Perhaps this was owing to the universal practice amongst them of tattooing a broad blue mark round both their lips. Neither of the sexes appeared in the least reserved or shy. When I had seen as much of the village as I cared to, I started with Penri, the chief, to ride to another village a short distance farther up the valley, where he told me that I should find some lacquer. A heavy thunderstorm came on whilst we were *en route*, and when we reached the place I was soaked to the skin. The lacquer articles which I saw in this village were certainly beautiful and interesting, but none of their owners would part with them, and the only things which I was able to purchase were two small saki cups. On my return to Piritori, Penri pressed me to stay the night at his house, offering to show me a village dance in the evening; but I was reluctantly compelled to decline his invitation, as it was most important for me to catch the steamer at Otaru on the following Sunday. Accordingly, after having presented Penri with two bottles of gin, I returned to Endo by the river, in a canoe which was a very primitive affair, being simply a log of wood hollowed out. The current was rapid, but the boatmen evidently thoroughly understood their work, and we arrived safely at our destination after having passed through some lovely scenery. On reaching my inn I was cold, wet, dirty, and fatigued, but I

had, notwithstanding, most thoroughly enjoyed this little expedition.

Next morning I left Endo to return to Tomakomai. The three nights which I had passed at the inn had been some of the most comfortable I had spent in Japan, and the charges appeared to be remarkably reasonable.

Ainu, Yezo, Japan.

Nothing worthy of notice occurred that day, and the next morning, Saturday, October 19, I left Tomakomai in a carriage bound for Sapporo. It was bitterly cold and raining heavily when we started, and though after a short time the weather cleared a little, it recommenced pouring when we reached Chitose at 10.15 A.M., and stopped for a few minutes to feed the horses. Shortly after twelve we stopped

to lunch at Shimamap, which could hardly be called a village, there being only four houses in the place. The road during all that day's drive was about as bad as any carriage-road could possibly be. It was full of deep holes, and the soil was a sticky clay, so that the carriage jolted and swayed from side to side, and the horses evidently had the greatest

Ainu's dress—back view.

labour to drag the vehicle along. More than once we were really in imminent danger of upsetting, but fortunately we reached our journey's end without any serious mishap. Shortly before arriving at Sapporo we crossed a river, over a fine wooden suspension-bridge. As on former occasions, my guide had been telling me all day long that I should find a good European hotel at Sapporo. From my former experiences I had expected to see a miserable dirty restaurant,

but, to my surprise, I found a large and handsome building standing in the midst of extensive and well-kept grounds, and the interior was extremely well furnished in European style, even being provided with a billiard-room. I was accommodated with a large and comfortable sitting-room, with my bedroom opening out from it.

Sapporo was formerly the capital of Yezo, but is now only the chief town of one of the three prefectures into which the island is divided. Very few foreigners visit the place, and I could not understand how such an excellent hotel could pay. The dinner was well cooked, and I went to bed very well pleased with my quarters; but to my great disgust, when I lay down to sleep I discovered that my room was infested with swarms of flying bugs. I had hitherto always imagined that this peculiarly loathsome insect was entirely confined to the West Coast of Africa, and in all my travels throughout the world I had never seen them elsewhere.

A railway connects Sapporo with Otaru, and I left the former place at half-past nine in the morning. The line was constructed by American engineers, and it must have been shamefully scamped, for it is laid in an execrable fashion, being indeed more like a rough tramway than a railroad. I was not therefore surprised when the tender ran off the rails, and detained us for over two hours before we could proceed on our way. We did, however, manage at length to reach our destination.

Otaru is prettily situated on the shores of a large bay, and contains about 10,000 inhabitants. We lost no time in embarking on board the s.s. Takia Maru, a good vessel of about 650 tons, officered and manned by Japanese. I was the only European passenger on board. We got under way at 3.15 P.M., the wind at the time blowing fresh, with every indication of foul weather. As the afternoon wore on the wind increased, and all through the night the vessel laboured considerably, there being a strong gale with a heavy head-sea.

We arrived at Hakodadi at 2 P.M. next day, and after remaining at that place for three tedious days, during which the weather was raw, cold, and unpleasant in the extreme, I left on Friday, October 25, in the Satsuma Maru, a fine modern vessel of 1200 tons register, fitted up with electric light and all the latest improvements. We started at 4

Ainu grave (a man's), Yezo, Japan.

A.M., and rapidly ran down the coast at a steady pace of thirteen knots an hour. Here again I was the only European passenger, but I found a pleasant companion in the skipper, Captain D. At 1.15 A.M. we stopped at Oginohama, which is situated in a pretty landlocked harbour, with wooded hills all around it. This was the port for Sendai and the surrounding district, and a small steamer also runs to Ishino-

maki and connects with the railway there. Almost all the passengers disembarked here in order to proceed to Tokio by train.

We left Oginohama at 12.20 P.M., the weather being exquisitely lovely and the sea as smooth as a mill-pond.

Next morning, Sunday, October 27, was a dull hazy day, in consequence of which I was unfortunately prevented from enjoying the lovely scenery on the Gulf of Tokio—Mount Fujiyama, the principal object in the landscape, being itself quite invisible. At a quarter to one in the afternoon we arrived and anchored at Yokohama, where was assembled quite a fleet of men-of-war, consisting of three English, four French, one Russian, and one American vessel, including both the English and French flag-ships.

CHAPTER XXXVIII.

YOKOHAMA—A DISAPPOINTING TOWN—THE UNITED CLUB—TOKIO—THE TEMPLE OF SHIBA—THE ATAGO-YAMA AND ASAKUSA TEMPLES—A JAPANESE CHRYSANTHEMUM SHOW—DEAKINS' FINE ART GALLERY—THE KOBE MARU—RETURN TO KOBE—PROGRESS OF REPAIRS TO YACHT—EXPENSES OF MY JAPANESE TRIP—VISIT NAGASAKI IN H.M.S. IMPERIEUSE—A LANDLOCKED HARBOUR—RETURN TO KOBE ON THE TAKACHIHO-MARU—SHIMONOSEKI—DEPARTURE FOR ENGLAND OF THE LAST REMAINING MEN WHO HAD STARTED WITH ME—I RETURN TO ENGLAND ON THE PARTHIA—THE YEAR'S RECORD OF THE YACHT'S LOG—VANCOUVER—THE CANADIAN PACIFIC RAILWAY—MONTREAL—ENGLAND—RETURN TO JAPAN BY MESSAGERIES STEAMER SAGHALIEN—RESUMPTION OF VOYAGE OF NYANZA—KAMSCHATKA—PETROPAULOVSKI.

October 28, 1889–May 23, 1890.

YOKOHAMA is certainly a disappointing place, though perhaps one ought hardly to have expected to find anything of special interest there, as the town has only sprung into existence since the opening of the country to foreigners, and its population is mostly confined to European residents. These live in pretty bungalows standing in pleasant gardens on a hill above the bay which is known by the name of the Bluff, whilst the principal hotels are situated on the Bund facing the sea. Amongst other European luxuries I greatly enjoyed the United Club, to which I was admitted as a visitor. It was really excellently managed, and possessed a large library,

billiard-room, and bowling-alley. It is also provided with bedrooms in which the members can find accommodation for the night if necessary. The cooking was first-rate, and I spent by far the greater part of the time that I stopped in Yokohama in this comfortable club. The shops were more numerous than those at Kobe, but I did not think them any better. There is an excellent photographer, whose name is Farsari, and from him I purchased a large number of views.

On Tuesday, October 29, I went to Tokio by the 10.20 A.M. train, arriving there at 11.10. I at once hired a jinriksha and drove to the Temple of Shiba, passing on my way through the public gardens, which were extensively and prettily arranged. The Temple of Shiba is one of the most famous in Japan, and covers a large extent of ground. It is specially noted as being the burial-place of most of the Shoguns, and the decorations of the tombs and chapels were really most magnificent. Certainly, with the exception of those at Nikko, I had seen no temples in Japan to compare with this. After having spent some little time in thorough enjoyment of this interesting spot I proceeded to another temple called Atago-yama, which was situated on a steep hill and approached by two flights of stone steps, the one going straight up and down and the other winding in zigzag fashion; they are called respectively the men's and women's staircases. Whether the two sexes do approach this temple separately by the different flights of steps I am unable to say, but from the names one would imagine that this was the case. From the façade in front of the temple at the top of the steps I obtained a splendid view of the whole city and surrounding country, and here I took my first glimpse of the wonderful Fujiyama volcano, though certainly it could not be said I saw it with any distinctness.

After lunching at the Tokio Hotel, which was situated near the castle, I took a long drive out to the Asakusa Temple. This is generally regarded as one of the objects

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GARDEN AT TOKIO, JAPAN.

GARDEN AT TOKIO, JAPAN.

of greatest interest in or around Tokio. Not that there was anything special about the temple itself, but because crowds of natives are generally to be seen holding holiday festival there. The approach to the temple was lined on both sides with shops and small booths devoted chiefly to the sale of toys and other fancy articles. Waxwork exhibitions and juggling performances were also going on in some of the booths, but those which I visited did not appear to be of a very high-class order. Certainly the most noteworthy thing that I saw was the Japanese chrysanthemum show: the blossoms were truly magnificent, far beyond anything I had ever seen in any conservatory in England, and many of the flowers were trained in a marvellous manner to represent scenes from Japanese history. Attached to the temple are enormous flocks of sacred pigeons, the feeding of which forms a portion of the religious functions of the visitors. After leaving there I took a stroll through the streets of Tokio, which were for the most part very narrow, dirty, and insignificant. Near the railway station, however, attempts have been made to lay out the quarter in Parisian fashion with wide boulevards planted with scrubby trees. Down these boulevards tram-cars were plying, and Tokio is, I believe, the only city in Japan in which they have hitherto been introduced. I had been led to entertain somewhat high expectations both of Tokio and Yokohama, but I must acknowledge that neither of these towns appeared to me to be of any great interest.

On Wednesday, October 30, having visited Deakins' Fine Art Gallery, which is famous for its collection of magnificent lacquer, and where I saw a pair of screens in gold lacquer and ivory for which the price asked was £2380, I embarked on board the steamer Kobe Maru, a splendid vessel only lately launched, and therefore the newest in the Company's fleet.

The Kobe Maru was one of the best appointed steamers, so far as its fittings and furniture were concerned, that I had ever

stepped aboard of in my life. Her saloon extended the whole breadth of the ship and was panelled in light oak, the effect being exceedingly pretty. The state-rooms were far larger and more commodious than is generally the case, and they were actually fitted up with such conveniences as writing-tables. The vessel was provided with the electric light and all the latest improvements of modern civilisation; her engines were magnificent, and she kept up a steady fifteen knots an hour throughout the passage to Kobe, notwithstanding that there was a considerable sea on and that the wind was blowing fresh dead ahead. The passage from Yokohama to Kobe occupied exactly twenty-four hours, and we reached the latter place at noon on Thursday, October 31.

On my arrival I lost no time in going off to the yacht, for I was naturally anxious to see how everything had been going on in my absence, and what progress had been made with the necessary repairs. I found that a new mainmast had been put up to replace the old one, in which dry-rot had appeared. The new mast was a splendid spar which had been constructed and fitted at the Government Arsenal. In other respects, however, I was considerably disappointed and annoyed, for the steam-launch was not yet finished, although I had been definitely promised that it would be ready before that date, and the anchor which I had ordered to replace the one lost in Dillon Bay, New Hebrides, had not yet even been commenced. The launch, which I inspected at the iron-works, afforded me great satisfaction so far as it had been finished. It was decidedly larger than the old one which had been carried away, and appeared likely to turn out an able sea-boat.

In the evening I calculated the expenses of my late interesting expedition, which had carried me through many parts of the country seldom visited by Europeans. I found that my journey of forty-four days had cost me $321.72, or about £53, 12s. 6d. Thus, including the guide's wages and

all expenses, the journey had been accomplished on an average daily cost of £1, 4s. 6d., which was considerably less than I had anticipated.

The weather next fortnight was dull and unfavourable, though the tedium was greatly relieved by the small English society at Kobe, as well as by the officers of H.M.S. Imperieuse, the flag-ship on the China station, which arrived on Friday, November 1.

On Saturday, November 9, H.M.S. Mutine also arrived, and on the following Monday some really good and interesting athletic sports were got up by the officers and crew of the two men-of-war.

On Wednesday, November 13, at the invitation of Captain M., I started in the Imperieuse on a trip to Nagasaki. We got under way at 3.15 P.M., and as we were leaving the harbour we met the French flag-ship coming in. As the admiral was on board, we saluted him with thirteen guns, and the salute was duly returned. The Imperieuse steamed on this occasion at an average rate of nine knots an hour, and though I occupied the admiral's quarters directly over the propellers, I did not feel the slightest vibration.

The following day we threaded our way through a narrow channel interspersed with numerous small islands. The scenery on both shores was exceedingly pretty, though the hills on each side were low, and there was a general absence of vegetation.

We anchored for the first and second nights, but on the third day we had arrived at a very wide part of the channel, and having passed through Shimonoseki Straits in the afternoon, we steamed on slowly all night, and anchored off Nagasaki at a quarter to eleven on the following day. This was Saturday, November 16. The entrance to the harbour is extremely beautiful, far surpassing anything in the inland sea through which we had come. The latter is generally considered to be exceedingly fine, but in my opinion

it is much overrated, and I do not think that it will compare with the Straits of Magellan and Smyth's Channel.

The harbour at Nagasaki is completely landlocked; the entrance to it winds in between low hills covered with vegetation. A prominent object as one enters is the Island of Papenberg, on which at one time a great number of Christians suffered martyrdom. We found H.M.S. Leander lying at anchor in the port, as well as the U.S.S. Palos and four Russian men-of-war, amongst which was the flag-ship Admiral Namikoff. Curiously enough, this last-named vessel was built on the same lines as the Imperieuse, and the Russians claim that she is an improvement upon her, though this, of course, the British officers strenuously deny. The Hotel Bellevue, kept by a Frenchman, appeared to be the principal inn at Nagasaki, and the accommodation was fairly comfortable. The town itself was distinctly smaller than Kobe, and beyond a number of curiosity shops, in which the principal objects for sale were articles made of tortoise-shell, there really seemed very little worth looking at. The houses are built on the side of a hill rising up immediately from the harbour, and in the background on the hillsides are great multitudes of tombstones. Having dined at the hotel, I returned to the Imperieuse to give a friendly and grateful adieu to my late hosts, and at midnight I sailed in the s.s. Takachiho-Maru on my return journey to Kobe.

The vessel was old-fashioned, and I was the only passenger aboard her. We went along at a steady ten knots an hour, and after stopping once at Shimonoseki, where the British and French ships were fired upon shortly after the opening of Japan to commerce, we arrived at Kobe at a quarter to eight on Monday evening, November 18.

Next day H.M.S. Severn arrived from Yokohama. In addition to the two English men-of-war, there were also four French ships lying in the harbour. I visited the French admiral and the officers of the different vessels, and during

our stay at Kobe I spent many pleasant hours in their society, finding them remarkably courteous and hospitable.

On December 17 Mr Nicholson and the remaining three of the old hands embarked for England in the s.s. Pembrokeshire, the time for which they had signed agreements having now expired. As they did not wish to re-engage, I could raise no objection to their leaving me, and from that time I was not left with a single man who had started with me from home. The season was now too advanced to go north as I had intended, and as the repairs were still far from completion, I determined to leave the yacht at Kobe and to take a flying visit myself to England, returning thither in the following spring.

Accordingly, on Christmas Eve I took my passage in the s.s. Parthia of the Canadian Pacific Line, which was to start for Vancouver on the 26th. My last day at Kobe was therefore, by strange coincidence, Christmas-day, and this I spent chiefly in farewell visits to the friends that I had made in the town, and to the officers of the different men-of-war in the harbour. In the evening my men had a capital dinner on the yacht, to which they invited ten of the blue-jackets from the Mutine, and a thoroughly enjoyable evening was spent, every one, to my great satisfaction, being perfectly sober at its close.

Before I left to go on board the Parthia, I jotted up the record of the log for the past year, and found that we had been at sea altogether one hundred and ten days, seven hours, and forty-five minutes, having sailed during that time 11,311 miles, or an average daily speed of 102.82 knots. Our three longest runs in a day had been respectively 270, 244, and 227 miles.

Shortly before daybreak on Thursday, December 26, the Parthia weighed her anchor, and our passage to Vancouver was safely accomplished in exactly a fortnight, though the weather was coarse and a heavy sea running during almost

all the time. We took a high northern course, and sighted the Aleutian Islands, arriving at Vancouver on 9th January 1890. Four days afterwards I started on the Canadian Pacific Railway, travelling through to Montreal. The weather was bitterly cold, the cars badly heated, the food disgraceful in the extreme, and the whole journey thoroughly uncomfortable. For the first twenty-four hours after leaving Vancouver the scenery was very fine, though unfortunately the best part of it was traversed in the night, and for the remaining five days the country through which we passed was monotonous and uninteresting in the extreme. From Montreal I went on to New York, and crossed the Atlantic in the Cunard s.s. Servia, arriving in Liverpool on February 3.

After a six weeks' stay in England we left Marseilles on the 25th March in the Messageries steamer Saghalien, arriving at Kobe, after a most pleasant and enjoyable passage, at 9.20 A.M. on Thursday, May 1.

Captain Carrington met us in the new steam-launch, and immediately took us off to the yacht. She certainly looked extremely nice, and I was thoroughly satisfied with everything that had been done. The new hands who had been engaged by Captain Carrington were an able-looking body of men, the nationality of the majority being Swede; and though I should personally have preferred Englishmen, I was content to put up with the best that I could get.

Our English friends at Kobe seemed delighted to welcome us back; but there were no British men-of-war in the harbour, the only vessels being American, Russian, and Japanese.

After a week spent in necessary final preparations we at length started once more on our voyage in the yacht, weighing anchor at 12.30 P.M. of Thursday, May 8. The local yacht Snowflake accompanied us for a short distance, but we soon left her behind. The day was lovely, and we had a strong current in our favour, so that we rapidly passed through the

Straits and out to the open sea. We now headed our course for Petropaulovski, on the south-east coast of Kamschatka. The distance of this port from Kobe is about 1690 miles, and the direction lies nearly north by east.

We passed Siwo Point shortly before eleven on the following day, and soon afterwards the wind shifted, and the weather became dull and hazy, so that it was impossible to take observations; the currents, moreover, were very strong in this neighbourhood, and accordingly no reliance could be placed on dead-reckoning; we therefore hove to during the night, to avoid any chance of running upon Redfield Rocks.

Sunday, May 11, was a lovely day, and soon after daybreak we sighted Kosu Island. At 2 P.M. we passed through the narrow straits between it and Sikine Island, the sea here being choppy and confused with a tremendous head-swell, which caused us to roll about in a most unpleasant manner. About mid-way through the channel the look-out reported "breakers ahead"; but though the water had every appearance of breaking over a long reef, it proved to be merely the effect of opposing currents.

The following day we ran 212 miles under a brisk fair wind, and for the next week our course was on the whole steady and monotonous, with an average of a little over 120 miles a-day.

At 9 A.M. of Thursday, May 22, we sighted land at Cape Incamut, the coast, as we approached it, having a rugged mountainous appearance, and the scenery altogether being marvellously wild and grand, though the country presented a lonely and desolate aspect.

At 11 P.M. we sighted the light on Dalni Point at the entrance to Avatcha Bay, and at a quarter past seven next morning we anchored in the outer harbour of Petropaulovski. The bay is certainly grand and noble, but it is simply ridiculous to compare it with that of Rio de Janeiro, as is done by the writer of the 'Voyage of the Marchesa.' The

only vessel in port was the Vladidostock, of the Russian volunteer fleet.

Though it was now the beginning of the last week of May the inner harbour was completely frozen over, and the whole scene was dreary and wintry in the extreme. The houses were almost buried in snow, and everything appeared uninviting and desolate.

Accompanied by Captain Carrington I went ashore in the morning and called upon the Governor. At the inner harbour we were met by two sleighs drawn by Esquimaux dogs, in which novel conveyances we were rapidly driven to the Governor's residence. This was a small wooden house, heated to an unpleasantly high temperature by a huge American stove, the contrast between the sharp air outside and the close temperature within being most remarkable, and, as I should imagine, very unhealthy. As the Governor and his wife could speak nothing but Russian, our conversation was carried on through the medium of an interpreter, Mr Gray, agent for the American firm of Phillipeus & Co. The Governor's full title was "Chief of the Petropaulovski district and county." He was a military officer who had most unmistakably risen from the ranks. When I had completed my visit of ceremony to him I was taken to see the burial-place of the sailors who were killed at the attack of Petropaulovski by the allied English and French fleet on August 24, 1854. The burial-ground is a small enclosure containing three large graves, in which were severally interred the English, French, and Russians. A wooden cross, painted white, stands at the head of each grave, but the snow was so deep that only the tops of the crosses could be seen above it. This grave-yard, which also contains a small memorial chapel, was that in which only the men were buried, the officers having been interred at Tarenskei harbour, on the opposite side of the bay. On a spit of land dividing the outer from the inner

harbour there stands a stone obelisk, painted black and surmounted by a gilt star and cross, which commemorates the repulse of the allied fleet by the Russian defenders of the place. In the middle of the village is another stone monument, erected to the memory of Behring.

Soon after my return on board a curious present arrived from the Governor in the shape of a funny little bear, about the size of a Skye terrier, which was quite gentle and tame, and which soon made itself at home, climbing about all over the ship. In the evening, though it was snowing hard, some of the men went out and hauled the seine, returning with a large shoal of herrings and whiting, amongst which were a few flukes and sea-trout.

CHAPTER XXXIX.

THE PENINSULA OF KAMSCHATKA—THE FUR-TRADE—AN UNDESIRABLE PLACE OF RESIDENCE—THE QUEEN'S BIRTHDAY—A LATE WINTER—A BEAR-HUNTING EXPEDITION—TARENSKEI HARBOUR—KLUCHI—A RIDE IN A DOG-SLEIGH—BEAR-HUNTING UNDER DIFFICULTIES—A TRIAL OF PATIENCE AND TEMPER—STRANGE BEHAVIOUR OF MY GUIDE—BETCHEVINSKAYA BAY—A NARROW ESCAPE OF GROUNDING—A WEEK WASTED—ADMIRAL PRICE'S GRAVE—SUCCESSFUL FISHING—SOUTHWARD BOUND.

May 24–June 8, 1890.

THE peninsula of Kamschatka was colonised by Russians at the end of the seventeenth century, Nijni Kamschatka being founded in 1696, and Bolcherest in 1704. The country was visited by the great Behring from 1725 to 1730. It is pre-eminently a land of volcanoes, there being altogether twelve active and twenty-six extinct craters. The loftiest of these is Klyutchevskaya Sopka, which rises to a height of 15,040 feet. The population of the peninsula is gradually decreasing. The last time that a census was taken was in 1870, when the number of inhabitants was 5846. The settlement of Petropaulovski contains a population of 425. The houses are all built of wood, and heated by stoves. There are two Greek churches, and three stores. Little, however, could be purchased here, and provisions were very scarce. There are no fowls, sheep, or pigs, and only very few cattle. Almost the sole food of the people consists of fish, which are caught

in incredible numbers in the summer and salted down for winter consumption. The one trade of the place is in furs, the chief of which are sable, silver fox, red fox, land-otter, bear, ermine, and a few sea-otters. Here is procured the finest quality of sable in the world, and from three to four thousand skins are annually obtained, all of which are sent to London. The natives pay their taxes in sable-skins, which the Government values at 12 roubles apiece. The sable is both shot and hunted down with dogs, the latter being the preferable method. When pursued, the sable generally takes to a tree, which is then surrounded by a net; and if the tree be of a large size, it is usually cut down. The Government supplies the inhabitants with guns and cartridges for the purpose of securing their furs, and they are charged five roubles for a gun and 100 cartridges.

Petropaulovski cannot be a very desirable place for residence, as mails are only received there three times a-year—twice in summer by steamer from Vladivostock, and once in winter overland from Okhotsk. The place was formerly fortified, but the forts have now been entirely demolished, and not a trace of them remains. The light on Dalni Point is lit from the 13th April to 13th December (old style); and notwithstanding the information conveyed by the 'Sailing Directions,' I am able to assert that there is not now, and there never has been, any telegraphic communication between the lighthouse and the settlement.

On Saturday, May 24, we found a foot of snow on deck when we arose in the morning, and a strong wind was blowing, which prevented us dressing the yacht with rainbow-flags, as we had intended, in honour of the Queen's birthday. We managed, however, to hoist masthead-flags, and the s.s. Vladidostock having borrowed an English ensign from us, followed our example. The captain and officers of the ship, as also the Governor of Petropaulovski, called officially on the yacht to congratulate us upon the birthday of our

Sovereign. In the evening the Governor, his wife, and Mr Gray dined on board, and remained till ten o'clock. Unfortunately the little bear fell overboard to-day and was drowned, much to the sorrow and disappointment of all. Some of my men again hauled the seine that night and caught a large quantity of herrings, which were softer and not so good as those we get in England.

The following day we posted letters on board the Vladidostock, the officers of which entertained us very hospitably with champagne and various sorts of liqueurs. They all belonged to the Russian imperial navy, though the vessel herself was merely a merchant steamer employed to carry the mails to all the settlements bordering the Sea of Okhotsk, as well as to Petropaulovski. From them, as well as from every one else to whom I spoke, I learned that the winter had been unusually severe and late. The inner harbour was generally open by the 10th May, by which time also the snow ought to have disappeared. Under the most favourable circumstances the summer is very brief, as the snow commences to fall again early in September. During this short interval the people generally manage to raise rye and potatoes, but they were very despondent during my visit, as it would be a difficult matter to do so during that year.

On Monday, May 26, I started in the launch at 10 A.M., accompanied by Mr George and a native hunter, who had been strongly recommended to me by Mr Gray. This man was to be my guide and conductor on a bear-hunting expedition which I had arranged to undertake. This was the first time that I had an opportunity of testing my new steam-launch, and so badly did it steam that it took us three hours to reach Tarenskei harbour, though the distance was only nine miles. On our arrival we left in dog-sleighs, our track lying for the first five miles through thick birch-woods, which no doubt in summer would be very pretty, though the trees then were perfectly bare. On emerging from the wood,

we came upon open country, and soon afterwards crossed a large lake, which was completely frozen over. The poor dogs evidently had a hard time of it, as the snow was very soft, and they sank up to their hocks at almost every step. It was marvellous how well trained these intelligent animals were, the two leaders in particular seeming to understand everything the driver said to them. They are, however, very savage amongst themselves, indulging in a fight whenever the opportunity offers. When not engaged in hard work, they only receive one meal in twenty-four hours, this being given to them at night; it consists of half a dried salmon. When doing extra work, however, they have a few mouthfuls in the morning before starting, and again in the middle of the day. Upon this they will go from 120 to 150 versts, or from 80 to 100 miles a-day, keeping up a steady pace of from seven to eight miles an hour all the time. When the snow has disappeared and they are no longer required, they are turned loose to shift for themselves, but as soon as winter begins they come back to their respective homes on their own account. The bitches are not considered strong enough for sleigh-work, and are kept solely for breeding.

Our first day's destination was a small hamlet of about twelve log-houses and a population of forty-five people, called by the name of Kluchi. It possesses natural hot springs which are much resorted to by the inhabitants on account of their medical properties in curing skin diseases. A bath hut was erected over the largest pool, but I was not tempted to take a dip, as the water looked very slimy and dirty. We reached Kluchi at 4.30 in the afternoon, and put up at the hunter's house, which was the largest in the place; and though everything was very rough, still it was fairly clean. The village lies in a beautiful valley surrounded on all sides by lofty mountains, and the whole neighbourhood was reputed to abound in bear and reindeer. I therefore looked forward to some good and exciting sport.

Next morning we left Kluchi in glorious weather at 6.40 A.M.; the snow was frozen hard, and the dogs rattled along at a good pace. There is something thoroughly enjoyable in the sensation of being carried along rapidly through the exhilarating crisp morning air warmly wrapped up under a bear-skin, and lying comfortably back in a sleigh. About ten o'clock we saw a bear climbing the sides of the hills a long way off. Immediately there was great excitement amongst the men whom we had brought with us. Whilst they went round to circumvent it and try to drive it down into the valley, I was instructed to leave the sleigh and make for a suitable place which was pointed out to me, whence I should get a good shot at the bear. It was barely a quarter of a mile from the spot where the sleigh had stopped, but it took me forty minutes' hard work to reach it, for at almost every step I sank up to my waist in snow, and had to be dragged out by my guide. Snow-shoes were given to me, but I found them of no use, as I could not manage to keep them on. At length I reached the place recommended to me, and there I sat down on a branch of a tree waiting in vain for an hour or two; at the end of which time the men returned saying that they had seen nothing more of the bear. We therefore resumed our journey, and at half-past two reached our camping-ground, which was situated at the side of a small but rapid stream. Owing to some subterranean heat the ground for about a quarter of an acre round our tent was clear of snow. In the afternoon another bear was seen in the distance, and the men again went after it. I took good care however, this time, to wait in comfort; and it was fortunate I did so, for they did not return till half-past six, having again had their trouble for nothing. We saw a number of wild duck about the spot, but unfortunately I had not brought a shot-gun with me. After supper George and I turned in under a little tent, and after having had a good night-cap of hot whisky-and-water, we were soon comfortably

asleep. Considering the locality the night was not at all cold, and we had another lovely morning.

Next day we were out of bed betimes, and before seven o'clock were on our way again. After driving about five miles, we came to a little valley in the midst of the mountains, and sat down patiently to wait for bears, which usually come down from the hills in the afternoon to feed. The sun was now very high, and I found the glare from the snow most trying to my eyes. At three o'clock a bear appeared over the crest of the hill just opposite to us, and the hunter started off, pretending that he was going to drive it down to me. He had a long steep climb, and it was half-past five before he reached the top. He managed successfully to get in the rear of the bear, which then commenced trotting rapidly down the hill, coming straight towards me. I now felt at length that I was certain to secure it, for even if it should pass out of shot, I could easily have caught it up in the sleigh before it reached the mountains on the other side. The wretched hunter, however, who was supposed to have come out as my guide in order to provide me with sport, quietly cut it off and shot it himself. The poor animal's back was broken by a succession of shots which he fired into it; but as it still showed plenty of life, the man was clearly afraid to go near it, and stood about 200 yards off blazing away at it until the poor beast was literally riddled with bullets. I made my way to the spot as rapidly as possible, brimming over with anger and indignation, and my only regret was that I was ignorant of the Russian language, in which, if I could, I would have given him a piece of my mind in the most forcible language possible. He actually wanted to wait and skin it; but I absolutely forbade him to do so, feeling still more annoyed at having been deprived of my sport when I saw what a handsome and large animal the unfortunate bear was.

I was so disgusted with the hunter that I determined

to return to Petropaulovski early next morning. Accordingly we started at 5.50 A.M., and going fast over the hard snow, we reached Kluchi at 8.30, where we stopped to breakfast, resuming our journey soon after ten. The ice on the lake which we had crossed on the Monday before was already beginning to break up, and we were obliged to take a circuitous route round the lake. At half-past twelve we reached the sea, and by four o'clock I was back again on board the yacht. The hunter demanded 75 roubles for his services, but I only paid him 39.

We went ashore to bid the Governor good-bye, and by him I was informed that I should find good anchorage and sport at Asatcha Bay, whither accordingly I determined to proceed. Before we left the harbour the Governor sent another little bear on board, which was not nearly so tame as the former one, and flew at every one who went near it.

Three days afterwards this little bear was found dead in one of the hen-coops, apparently having succumbed to the cold.

After a couple of days' run at sea we reached Asatcha Bay, which, to my disappointment, I found to be entirely open, without shelter of any kind. It was simply out of the question anchoring in it, and I therefore decided to try Betchevinskaya Bay, which the 'Cruise of the Marchesa' mentions as an excellent harbour, and a good centre for sport. This lay 84 miles north of Asatcha Bay, and we entered it at half-past twelve on Sunday, June 1.

The bay was certainly a fine one, and of broad and spacious extent. Its head was at least five miles distant from the entrance, and, as at Petropaulovski, it has an outer and inner harbour, which are separated by a long narrow spit of land. The inner harbour was frozen up, and as we had no chart of the place, we sounded our way most carefully into the outer harbour. M'Lellan, our best leadsman, was put in the chains, and he reported the soundings as decreasing

with great regularity, and very gradually from 10 fathoms near the entrance to three fathoms about two miles inside. A little farther on we got a quarter less three, and Carrington then let go the anchor, veering out 45 fathoms of chain. The actual draught of the ship was 14 feet 1½ inch, and I cannot conceive what he could have been thinking of to carry on into such shoal water, and then to veer out chain so as to enable her to swing into still shallower. No object was to be gained in shoaling four fathoms, as there was the same amount of shelter there as farther in. The natural consequence was, that almost immediately after letting go the anchor, we bumped heavily three or four times, and afterwards had a long and difficult job kedging out into 3¼ fathoms. When this little *contretemps* had been safely surmounted, I went ashore in the dingy to try and shoot something. There were many bear-paths about, but no signs of the animals themselves. However, I shot a duck resembling a widgeon, and I also fired at a seal, but missed it. The duck was cooked for dinner, but it proved quite uneatable owing to its strong fishy taste.

The next day was wretchedly bleak, and the wind and sea were rising; the yacht again bumped three times, and I therefore decided to leave the bay as soon as possible. We spent the whole morning kedging out, as the wind was blowing straight in, and, having no chart, we were afraid to beat for fear of rocks. It is really most astonishing what unreliable information one meets with, both in books and in personal intercourse; for this Betchevinskaya Bay, which was highly spoken of in the 'Cruise of the Marchesa,' proved just as great a source of disappointment as Asatcha Bay, which had been recommended by the Governor. The result of the whole affair simply was that a whole week had been wasted. The climate, moreover, was most unpleasant, and nothing would have persuaded me to go farther north. I therefore made up my mind to return once more to the

South Seas; and after having taken in water at Tarenskei harbour, I decided that I would steer for the Marshall Islands.

We spent three days at Tarenskei—namely, Thursday, Friday, and Saturday, the 5th, 6th, and 7th of June; and I took the opportunity of visiting the grave of Admiral Price and the officers of the allied forces who were killed at the attack on Petropaulovski, and whose bodies, as I have already mentioned, were taken thither for burial after the engagement.

The grave stands on the top of a little promontory, and is marked by a wooden cross, painted white, and bearing on it the following inscription in Russian:—

"In Memory of

THE ENGLISH ADMIRAL PRICE.

ERECTED BY THE CRUISER AFRICA, SEPTEMBER 4, 1882."

Whilst we were here the men made some most successful hauls of the seine. The first evening they caught 250 salmon and trout, the largest of the former being 27½ lb. in weight. The next day they caught a good many trout and a few small salmon, but the catch was nothing like so great as that of the night before. It was really a little too early in the season for salmon, but we were told that in the course of another fortnight or so they would be there literally in millions. The streams which they ascend to spawn are often completely choked with them, and after spawning the old fish die without returning to the sea. We naturally had a good feast of them whilst we were there, and they were as excellent to the taste as any that I have ever eaten in England.

On Sunday, June 8, we started again for a lengthened passage bound for Legiep, in the Marshall Islands, about 2700 miles to the south.

CHAPTER XI.

A VARIED RUN OF THREE WEEKS—THE MARSHALL ISLANDS—LEGIEP—AN OBLIGING SKIPPER—THE GERMAN COLONY—NATIVE RELIGIOUS BELIEF—JALUIT—THE GERMAN COMMISSIONER—DIFFICULTY IN OBTAINING SUPPLIES—MY SAILING-MASTER'S UNREASONABLE REQUEST—ANOTHER DISAGREEABLE INCIDENT—KUSAIE ISLAND—AN UNINTELLIGENT TRADER—THE CAROLINE ISLANDS—A PROTESTANT MISSIONARY STRONGHOLD—THE NATIVE KING—A SELF-RIGHTEOUS MISSIONARY—INTERESTING RUINS—A FRUITFUL ISLAND—THE SAILING-MASTER'S STRANGE ERRORS IN NAVIGATION—WE SIGHT THE ISLAND OF PONAPI.

June 9–July 28, 1890.

THE weather during the next three weeks was generally fine and pleasant, but the wind varied considerably, and the consequence was that on some days we ran many more miles than on others. Our best run was on Wednesday, June 11, when we did 252 miles, and our worst was Monday, June 23, when we only accomplished 49. It was a curious fact that we had a fair wind with us for exactly one week, followed by a head wind during the second, and that again succeeded by a fair wind during the third. Little happened during the passage worthy of recording in this book, though just before leaving the Kamschatka coast I managed to shoot and secure on board a small hair-seal. It was very delightful day after day, as we got into the more southerly latitudes, to find the temperature growing warmer, and the climate altogether becoming more enjoyable.

At daybreak on Tuesday, July 1, we sighted land in the Marshall Islands. Soon after nine we arrived off the South Pass, Legiep Island, and hove to whilst Captain Carrington and myself went off in the lifeboat to examine the passage. The islands are formed on a reef enclosing a lagoon, into which it was necessary for us to enter before we could anchor. We noticed the masts of a schooner in the lagoon, and soon afterwards a boat putting off from it, so that we returned to the yacht to await its arrival. It proved to contain the skipper of the schooner and a pilot. The former had been just about to start for Jaluit, but on seeing us he had kindly delayed sailing in order to lend us his pilot to take us in. Though the vessel flew American colours, the captain was a Swede, and, like most of his countrymen, a most civil and obliging man. Soon after ten we began to enter the lagoon, which was full of shoals and coral-heads. These, however, were easily seen from the masthead, owing to the bright sun which was behind us. The breeze was strong and dead ahead, and the weather squally, with frequent showers; we were therefore a considerable time beating up, and it was one o'clock before we had come to anchor off the settlement, in about 10 fathoms of water and about 40 yards from the shore. The captain and pilot at once returned to the schooner, but the latter left his son behind in order to take us out again. The latter was an intelligent lad, half Portuguese on his father's side, and he spoke English perfectly.

The Marshall Islands were discovered first by Alvaro de Saavedra in 1529, and named by him "Los Pintados," on account of the natives being elaborately tattooed. Wallis visited them again in 1767, but they received their name from Captain Marshall, who spent some time there in 1788. The Russian navigator Kotzebue explored them in 1816, and since 1885 they have been a German colony. The settlement at Legiep consisted merely of Crawford & Co.'s former store

and warehouses, two bungalows, and about a dozen native houses. The Europeans who formerly lived there had all left and gone to Jaluit, owing to the vexatious regulations imposed upon them by the Germans, who, it appears, placed every obstacle they could on all traders, excepting those of their own nationality. The German commissioner is stationed at Jaluit, and a gunboat is occasionally sent round the islands; but the Germans are not successful in their mode of dealing with the natives, who hate and detest them from the bottom of their hearts. This is scarcely to be wondered at, for they are treated by them in a harsh, inconsiderate, and high-handed manner. The taxes, which are paid in cocoa-nuts, are so heavy that, when the season is indifferent, there are absolutely not sufficient left for the food of the natives. Heavy dues and compulsory pilotage are charged on ships at Jaluit, and a ridiculously stringent order prevails that a trading-vessel can only clear from the port of Jaluit for one island in the group, and that, before visiting another, she must return to Jaluit, enter, pay fresh dues, and clear again.

The Marshall Islands are very thinly populated, and in the lagoon at Legiep, which contains 46 islands, there were only 100 natives. The rapid decrease of the population is attributed chiefly to the scarcity of food, which is rendered all the heavier by the German impositions. The native houses have their roofs and sides thatched with pandanus, and the majority of the people themselves are still heathens. So far as I can gather, no missionary had ever been at Legiep, and their only religious belief appeared to be in magic. Each tribe has its own sorcerer, who, amongst other things, foretells the arrival of vessels. The pilot informed me that the prophecy is seldom wrong, and that the arrival of my own yacht was foretold three days before I appeared. If this be true, it is certainly a strange phenomenon. The day after our arrival I took a bathe in the lagoon, but I

cannot say that I really enjoyed it, for I was haunted all the time by the fear of sharks. I was assured by the natives, as well as by the pilot's son, that sharks never entered the lagoon at all; but I had learned by experience to put so little faith in what I was told, that this assurance on their part was of very little relief to me. However, I escaped without being eaten up, nor, to tell the truth, did we see any sharks in the lagoon during the time of our stay there. I made a great many attempts to obtain curios from the natives, but the very few things which I saw were comparatively valueless, most of their original implements and weapons having long ago been secured by traders. I obtained, however, a stone axe, a few shell necklaces, and a pearl fish-hook, similar to those which I had already seen at Tahiti and Samoa.

On Friday, July 4, we got under way again at 10.15 A.M., the wind, though light, being fair, and under the guidance of our pilot we safely threaded the narrow passage. The distance from Legiep to Jaluit was 266 miles, but the air was so calm, and we made such slow progress, that it actually took us a whole week before we reached Jaluit.

We anchored there off the German settlement at 6.45 P.M. of Thursday, July 10. Whilst we were at dinner we received a visit from two young Englishmen, who were roving round the world, and had lately arrived from San Francisco.

The American settlement at Jaluit appeared to me a miserable place, consisting merely of half-a-dozen houses, all belonging to Messrs Crawford, and a few native huts. The German Commissioner, Dr B., upon whom I called the day after our arrival, was an agreeable man who spoke English well. He had only been stationed at Jaluit a year, having formerly been Vice-Consul at Samoa. His house was delightfully cool and comfortable, and he had a large and interesting collection of curios, which he had got together from different parts of the world. The white population of Jaluit num-

bered altogether but 30 souls, almost all of whom were in the employ of the Jaluit-Gesellschaft Company, a German trading firm which controlled the whole of the archipelago. This firm was excessively wealthy, and paid the State all expenses connected with the government of the islands. But for this, Germany would probably have abandoned the colony some time ago, and possibly the islands might have been all the better for it.

In the afternoon the Commissioner came on board the yacht to return my call. He was accompanied by his secretary, Mr Brandeis, whom I have already mentioned as the individual who had made his name so disagreeably notorious as Tamasese's Prime Minister at Samoa. I had the greatest difficulty in obtaining the supplies which I required for the yacht at this place, and I had to visit several small villages before I could get anything. There were no pigs on the islands at all, and very few fowls and ducks. We managed to get two fowls, for which we paid one mark—that is 1s.—apiece. The nominal price of ducks was four marks, but none of the natives would sell any.

The next day we spent chiefly at the house of Mr G., the manager of the Gesellschaft Company, who entertained us courteously at his home, a pretty place, well situated, and in the midst of a large garden.

On Monday, July 14, the day on which I had arranged to sail, I was greatly astonished after breakfast by Captain Carrington, the sailing-master, informing me that he wished to leave, and requesting that I would set him at liberty that afternoon before we left. This demand appeared so extraordinary and unreasonable, and he was so utterly unable to assign any valid reason for it, that I could only conclude that, for some reasons known to himself, he was unwilling to go to Australia, whither I had told him I hoped to arrive by the end of the year. It was of course out of the question that I could accede to his request on the spur of the moment,

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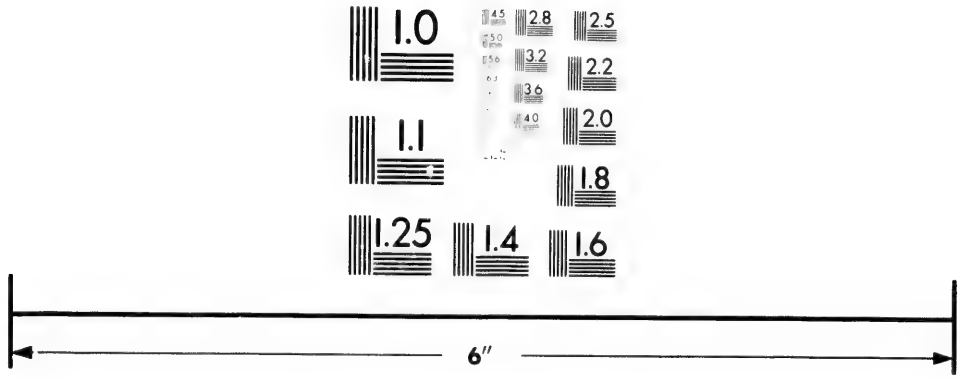

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though in reality I did not regret his desire to leave, for I had considered his conduct to be most unsatisfactory during the time that the yacht had been laid up at Kobe. I therefore suggested that he should come on to Ponapi, as his quitting my service would then look less abrupt, and I even offered to go there for the special purpose of landing him. Another unpleasantness occurred during the morning, for I was compelled to go ashore and obtain the services of the Commissioner to have M'Lellan arrested and sent on board, as he had been absent without leave since Saturday night. About an hour afterwards he was brought off by the German police in a very drunken condition.

About 3.20 P.M. the Commissioner and Mr Brandeis came on board to say good-bye, and ten minutes later we were under way.

The next day was a wretched one, the rain descending in torrents, and making all attempts at observations impossible. The night was calm, and we did not make a knot an hour.

The next day we only ran 67 miles, and the day following 47, but on Friday, July 18, a fair breeze sprang up, and during that and the following day we ran 259 miles.

On Sunday, July 20, we sighted Kusaie Island in the midst of an awful thunderstorm, and at eight o'clock a boat came off from Chabrol harbour containing Crawford's native trader, who proved a singularly unintelligent man, from whom we could obtain no information whatever. Though we were only six miles from the entrance to the harbour, the wind, sea, and current were so strong against us that we found it impossible to make any headway, and during the whole of that day and the following night we were tossing about without gaining a foot.

I was greatly struck by the picturesque appearance of the island, the mountains of which rose to a height of over 2000 feet, densely clad with bright green tropical vegetation from base to summit, and crowned with sharp and quaintly shaped

peaks. About a mile off the N.E. point of the island was a small islet, apparently connected with the mainland by a reef, and having on it a few cocoa-nut trees. Strange to say, it is not marked on either Imray's or the Admiralty Chart.

At daylight next morning we found ourselves farther away from the harbour than we had been when darkness set in the night before. At 6 o'clock, however, the wind shifted, and enabled us to lay a straight course for it. I decided, however, not to take the ship in at all, as I was afraid that I should have great difficulty in getting out again, the wind and sea being both dead in, and the entrance being too narrow to beat out against them. At 7 A.M. the trader, who had left us in the afternoon of the previous day, came off again in his boat, and at eight o'clock I went ashore with him. As soon as the boat was observed coming in, the Spanish flag was hoisted at the settlement on Lele Island. Immediately on landing I proceeded to the king's house, who received me with great hospitality, and who, to my surprise, spoke English perfectly, having been many years at sea in American whale-ships. He informed me that he had even visited England.

The natives of the Caroline Islands appeared to me to give evidence of being akin in their origin to those of the Marshall Islands, for their houses were very similarly constructed; and in many of their manners and customs they appeared to resemble them closely. Their canoes, moreover, were constructed on the same pattern, though they were longer and better finished. Most of them were painted red, and they did not appear to have any sails. Here I obtained without any difficulty a good number of curiosities, amongst which were a very fine pair of shell hatchets and several native waist-mats, which were most beautifully made from the fibre of the banana-leaf, and dyed in brilliant colours.

The people are a fine race, the women especially being decidedly good-looking; the men were clothed in European

garments, and the women in *holokus*. The island of Kusaie is a great Protestant missionary stronghold, and the people appeared to me painfully good. They none of them dared to drink or smoke, and when I offered the trader a newspaper he piously replied that he never read anything except his Bible. Notwithstanding all these fine professions, the missionaries have not succeeded in inducing the king to stop his grog and tobacco, if he can get a chance of enjoying himself in this manner in secret. He was delighted with a bottle of beer which I gave him at lunch, but begged me not to tell the missionary, for that if he knew he would be very angry. The native missionary tried to sell me some sweet potatoes. I had previously learned from the trader that the proper price was three cents a pound; but this self-righteous individual, who would have been scandalised at any of his converts drinking a glass of beer or smoking a pipe, was not above trying to cheat me egregiously, for he asked $3 for a barrel which could not have held more than 50 lb., and when I asked to have them weighed he pompously declined to agree to this. It is needless to say that no bargain was concluded between us.

The king took me to inspect some remarkably interesting ruins near his village, of which, however, he could give me no information, except that he believed they had been built by the islanders as a means of defence in some remote ages of antiquity. They were evidently the remains of a series of large forts, the walls of which were still standing in many places to the height of 20 feet. They were built of very massive roughly hewn stones, and had evidently been in a ruined condition for a great length of time, for they were almost entirely overgrown with thick ferns and creepers. The king informed me that similar ruins were to be seen on the island of Ponapi. On my bidding him farewell, he kindly presented me with several curios, besides an immense quantity of fruit. His island, indeed, appeared to me to be

a land overflowing with plenty, for bananas, pines, oranges, lemons, limes, and indeed almost every sort of fruit, apparently grew there; and in addition to this, pigs, poultry, and cattle could be purchased at remarkably reasonable prices.

Shortly before four in the afternoon we went about and steered for Ponapi, where I had promised to land Captain Carrington.

The next day was very warm, and the air wonderfully clear, the island of Kusaie being still distinctly visible, though distant at least 43 miles in our wake. The distance from Kusaie to Ponapi was only 325 miles, yet so little were we favoured with the necessary breeze that this short distance occupied us eight days to accomplish. We sighted one or two of the smaller islands in the Caroline group, which were first discovered by Alvaro de Saavedra in 1528, but which received their name from Admiral Francesco Lazeano, who visited them in 1686, and christened them after his sovereign Charles II. of Spain. From this time until 1886, exactly 200 years, the Caroline Islands were generally considered part of the Spanish possessions, though in reality they were never occupied by Spain; but in that year a dispute arose between Spain and Germany owing to a German gunboat having hoisted their national flag on Yap, the westernmost island of the group. By mutual consent the matter was finally referred to Pope Leo XIII. for arbitration, and he gave his decision in favour of Spain. The Carolines are now divided into two portions territorially, with a governor on Ponapi and Yap respectively, and these portions are known as the Eastern and Western Carolines.

During the passage from Kusaie to Ponapi I was much worried and perplexed by differences which arose every day concerning our observations. The sailing-master, chief officer, and myself always took them and worked them out separately, and up to this time we had never differed from one another in our results to any appreciable extent. Every

day, however, now, though the chief officer, who was a first-rate navigator, made his results practically to coincide with mine, the discrepancies between our results and those of the sailing-master, Captain Carrington, were invariably a matter of many miles.

We sighted the island of Ponapi at 1.30 A.M. on Monday, July 28, but the breeze was so light throughout that day that we made but very little progress towards it. As we very gradually neared the island it appeared to me to be not nearly so picturesque as Kusaie, its contour being much more uniform, though at the same time it was densely wooded. The peculiar sugar-loaf hill in Port Metalimien stood out distinctly as an exception to the general uniformity of the island. At 10 P.M. I went below, everything being apparently right. The night was fine and the sky clear.

CHAPTER XLI.

A TERRIBLE DISASTER—THE YACHT ASHORE—AN AWFUL NIGHT OF ANXIETY AND SUSPENSE—THE NYANZA DOOMED—OPERATIONS ON THE WRECK—SANTIAGO DE LA ASCENCION—DISTURBED CONDITION OF THE ISLAND—I WITNESS ACTUAL WARFARE—SUICIDE OF A SPANISH COLONEL—END OF THE OUTBREAK.

July 29–September 21, 1890.

TUESDAY, July 29, 1890, is a day which will ever be marked in black in the annals of my memory, for at 1 A.M. we were all suddenly awoke by a bumping, grating shock, which told us unmistakably that the yacht had gone ashore. We dressed as rapidly as possible, the swell and surf forcing the vessel meanwhile every moment farther and farther up the reef, so that she began to heel over in a very alarming manner. When I reached the deck, within two minutes after the yacht first struck, I found her leaning over at a terribly sharp angle. It was evident that she had sustained a very severe injury, and the immediate danger was lest she should be driven right over the reef and sink in deep water on the other side. The weather had changed as soon as we had turned in, and the rain was descending in torrents. The boats were lowered as quickly as possible, and all hands embarked, the chief officer, myself, and the proper boat's crew going off in the lifeboat, whilst the sailing-master and the rest of the hands followed in the

launch. No sooner had we shoved off than I noticed that all the lamps in the saloon and cabins had been left burning, and I therefore returned to put them out. On doing so we found that one man had inadvertently been left on board, and we therefore took him off. Having again left the vessel, I ordered my men to pull round to the place where the launch was resting on its oars. It seemed to me, now that time had been given for calmer reflection, that it was wrong and foolish to abandon the ship in such a fashion, for if she were left with no one to protect her, the great probability would be that she would be plundered by the natives before we could return to her. I stated to Captain Carrington that I did not think it right to abandon the ship; but in reply he merely said, "Why not?" and as he would offer no practical suggestion, I decided to remain with the lifeboat near the yacht, Carrington in the meantime making off in the launch for the settlement in Jamestown harbour, with instructions to send all the assistance possible with the utmost speed. Never shall I forget that terrible night of anxiety and discomfort. The rain continued to pour down upon us with pitiless fury, and the darkness seemed most intense. Eagerly I watched and waited for daybreak that I might learn for a certainty the fate of the yacht.

When daylight appeared we found that she was ashore on the barrier-reef surrounding the island, lying right over on her bilge, and evidently doomed to utter destruction. To my unutterable sorrow I at once recognised that the poor Nyanza had sailed her last, and that all that was practicable now was to endeavour to rescue as much property as we could. It was impossible to get alongside her in the boat, for the sea was breaking heavily over her on the weather side, and the water was too shallow and the swell too strong on the lee side to render it safe to approach her. We therefore rowed some considerable distance along the reef in the hope of finding a passage by which we could

enter into the lagoon. Our search, however, was unsuccessful, and accordingly I returned to the yacht. By this time a few natives had begun to collect on the island adjacent to the wreck, and after a good deal of gesticulation we induced one of them to swim off to us. Whilst searching for a passage into the lagoon we had seen a large shark, but in spite of this two of my men, Burrowes and Owens, very pluckily volunteered to swim to the yacht, which they succeeded safely in boarding. The native then piloted us inside the reef through a long and intricate passage, and after about a couple of hours we found ourselves three-quarters of a mile or so away from the ship, with nothing but shallow water between us. We waded off to her and clambered on board, where we found that Burrowes and Owens had made a magnificent use of their time in putting together the most valuable things. By this time a crowd of natives had collected round the yacht in canoes, amongst them being a white man and a native missionary. These two came on board to assist us, and through them I made arrangements with the natives to carry the articles off and stow them temporarily in their canoes.

Shortly before noon the launch returned, bringing us the news that they had found a Government transport in the harbour, from whom we were about to receive the assistance we so much needed. Two hours later a steam-launch and three large boats belonging to the Spanish authorities arrived, and into these we transferred the things which had already been placed in the natives' canoes. We found, however, that many of them had been stolen and taken away. After three hours' more hard work we left the scene of the wreck for the night, M'Lellan volunteering to remain on board as caretaker. The Spanish steam-launch towed all the boats to the settlement, a distance of about eight miles, by a narrow and intricate passage inside the reef. At 8 P.M. we arrived on board the Spanish transport Manila, where we were most

kindly and hospitably received by her commander, Captain Dimas Regalado y Vossen, his wife, and officers. The former gave up their rooms to us, and did everything in their power to make us comfortable. The Manila had formerly been a merchant-ship, but was now officered and manned by the Spanish navy, carrying two guns, and flying the pennant of a war-vessel. The island was then in a state of siege and under martial law, owing to an outbreak which had occurred a month before, in which the natives had treacherously murdered an officer and thirty-two soldiers, whose bodies they had mutilated in a revolting manner. Only three years before this they had killed the Governor and all the officials in like manner, the fact being that the Spanish Government did not keep a sufficient force on the island to hold the natives in control. The Manila was then awaiting reinforcements from the Philippines, but it was not expected that they could arrive before two months were over. The only troops on the island were 140 Manilla soldiers, with European officers in the settlement, and small garrisons in two forts on other parts of the island.

The settlement itself was a miserable place, consisting of the Governor's residence, a large but roughly finished wooden house, a small fort, a hospital, *café*, about a dozen rude shanties, and the military barracks. These latter, as well as the hospital, were simply constructed of corrugated iron. The name of the settlement was Santiago de la Ascencion. There was a small temporary church in the place served by a couple of Franciscan Fathers.

Before I left Ponapi, I had the opportunity of seeing a little actual warfare; for on September 1, two Spanish cruisers, the Velasco and Ulloa, both modern vessels powerfully armed, arrived from Manilla, and on the 6th of the same month the s.s. Salvadora came into the port bringing 500 troops.

On the 12th these troops commenced to march overland

to Port Metalimien, and on the following day the ships of war proceeded by sea to the same place. By the kindness and courtesy of the captain of the Ulloa, I was permitted to accompany that vessel as his guest. On reaching the entrance to the harbour, the ships cleared for action; and as they steamed slowly in, they opened a heavy fire with their machine-guns on all the houses which they passed. There were, however, no signs of any natives visible, though doubtless they were lying hidden in the neighbourhood. In the

Santiago de la Ascencion.

evening the electric search-lights were turned on, and the villages were again bombarded.

The firing recommenced next morning, and under cover of the guns, six boats were sent ashore to destroy the houses. The landing-party met with no opposition, nor did they see any natives. They burned down thirty-five houses, including the king's, and brought off his canoe, which was a very handsome and fine one.

Next morning landing-parties were again sent ashore to complete the demolition of the villages. Whilst they were thus engaged, some shots were fired at them from the thick bush, upon which the Ulloa immediately opened fire with her Hotchkiss guns on the spot whence the smoke was seen,

and the boats returned immediately to the ship, bringing with them the landing-party. In the afternoon a messenger arrived from the settlement, bringing the information that the troops had returned, having found it impossible to make their way through the bush. This difficulty had been foreseen by the Governor, who had warned the officer in command of the impracticability of marching overland. The latter had, however, declined to listen to his advice, and the result was the failure and consequent delay.

Next morning the troops arrived in the Manila and Antonio Munoz, the latter vessel having come to Ponapi since our departure. That same afternoon they all disembarked and encamped on shore, and arrangements were made that early next day they should march overland, a distance of three miles, to Oa, the headquarters of the American Mission, where the late massacre had occurred. They were thus to take the natives in the rear, whilst the Ulloa was to bombard the buildings, and the Velasco to remain at Metalimien.

We were in the act of getting under way next morning in accordance with this plan, when the startling intelligence arrived that the officer in command of the troops had committed suicide during the night by shooting himself through the head. His want of success in the overland march was supposed to have preyed upon his mind; and the sad calamity caused a great gloom throughout the ranks, for the officer had seen much service in Cuba and in the Philippine Islands, where on both occasions he had greatly distinguished himself. As soon as the news arrived, a hasty council of war was held on board the Velasco, the result being that the Manila was ordered to go to Jamestown harbour with the body of the colonel, and to return to Metalimien immediately in order to take on the troops by water to Oa. Whilst the council was proceeding, the troops were deployed into the bush, upon which fire was opened by the natives, the result being that in a few brief moments a sergeant was shot

dead and two men dangerously wounded. The fire was returned with spirit by the Spanish soldiers, but the bush was so thick that it was impossible to see the enemy, and equally impossible to know what execution had been done. At twelve o'clock the Manila left, taking with her the dead bodies of the colonel and sergeant, which were reverently deposited on the quarter-deck, and covered with the Spanish ensign, a brief service being held by the priest who had accompanied the expedition.

On September 19, the Velasco and Ulloa proceeded to Port Oa, escorting the troopships Manila and Antonio Munoz. It was found on arriving that the natives had erected a strong stone breastwork on the beach, and that they had put the church and mission-house in a state of defence. Whilst the troops were being landed, wading through the water up to their waists, and whilst they were gallantly carrying the breastwork at the point of the bayonet, the ships opened fire on the church and mission-house, and in a marvellously short space of time these two buildings were nothing but a shapeless heap of ruins. After making a short but determined stand the natives appeared to have become panic-stricken, and fled precipitately in all directions, hotly pursued by the soldiers. The Spanish loss was five killed and thirteen wounded, and there was no further action.

The ships returned after two days to the settlement, where a few days later most of the native chiefs sent in their arms, offering submission and suing for pardon. Thus ended this outbreak, the sole cause of which was to be traced to the American missionaries, who invariably conducted themselves in a manner hostile to the Spanish, and made every exertion to stir up discontent against the authorities amongst the natives, over whom they had acquired great influence. The Spanish, on the other hand, had treated the natives throughout with the greatest forbearance and indulgence, and even

when they had killed the Governor and all the officials without the slightest shadow of excuse, they had been freely pardoned by the special request of the Queen Regent of Spain. No taxes had ever been imposed by the Spanish Government upon the natives, nor had their customary manners and habits been in any way interfered with by them. The reason of the trouble which had resulted in the engagement at Oa was traced to the following origin. A detachment of troops had been sent to garrison a small fort there, and, as was natural and proper, a small Catholic chapel had been ordered to be erected for their benefit. The Protestant missionary had thereupon remonstrated warmly with the Governor, who had in reply informed him plainly that the chapel was intended solely for the use of the troops; that no interference with the Protestants was intended; and that, seeing that the Catholic faith was the state religion of Spain, it was only right and proper that this chapel should be built. The missionary then left him with the warning that it would not be long before he had cause to repent his decision; and only a few days afterwards an officer and thirty-two men were attacked and murdered whilst they were employed in road-making and were quite unarmed. The officer was killed by the missionary's own private secretary, as was proved by the unimpeachable evidence of several eyewitnesses. The man, though taken prisoner, escaped execution, which I could not help feeling was ill-judged leniency on the part of the Spanish authorities. The head of the Mission afterwards admitted to the Governor that they had been informed of the intended massacre twenty-four hours prior to its taking place. Yet knowing this, they had abstained from warning the authorities, which, had they done, the massacre would have been averted. After this it can scarcely be considered too much to say that the American Protestant missionaries were morally responsible for all the deaths that had occurred.

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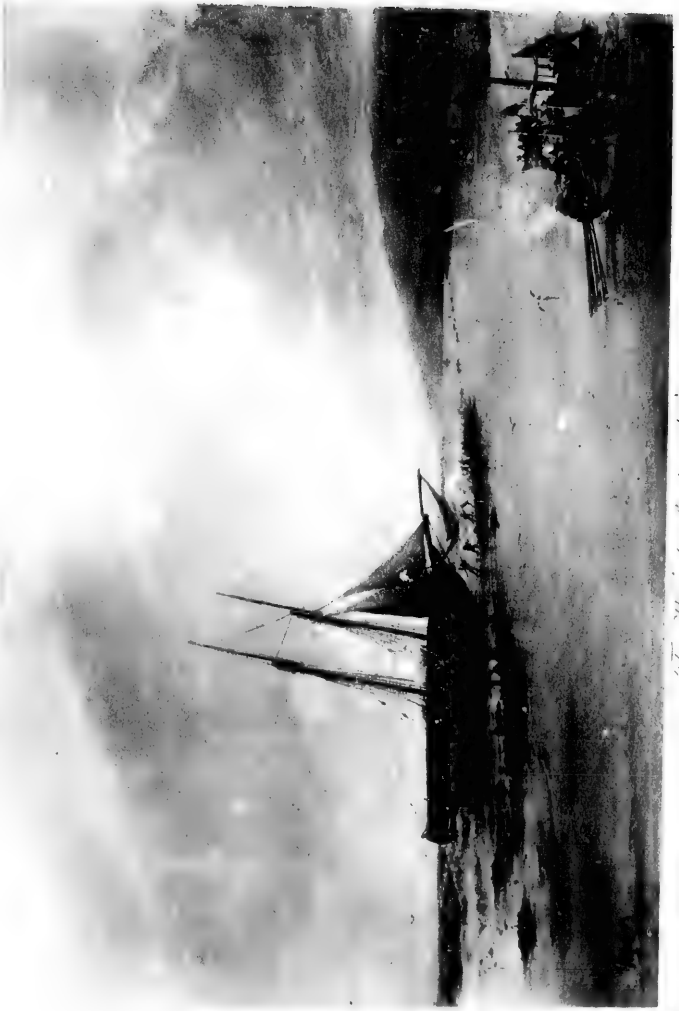

The Wreck of the Nipenza.

CHAPTER XLII.

THE END OF THE NYANZA—LOSS OF MY COLLECTION OF CURIOSITIES — DISHONESTY AND ARREST OF JOAQUIM — RECOVERY OF MANY STOLEN ARTICLES—JOAQUIM'S SENTENCE—SALE BY AUCTION—DISAPPOINTING RESULT—CONDUCT OF THE OFFICERS AND CREW—COURT OF INQUIRY AT HONG KONG—VERDICT—CONCLUSION.

But the account of this intestine disturbance in the island has carried me away from my poor old yacht, and has made me anticipate at least a couple of months. To return to Wednesday, July 30, the day following the stranding of the vessel. As soon as day had dawned we started in the Manila's steam-launch, towing a gun-cutter, and our lifeboat, filled with armed crews. Having reached the yacht at 6.30 A.M., we found her lying in much the same position as we had left her, and around her were collected a large number of natives on the reef. Upon this the cutter, having anchored about 1000 yards from the yacht, opened fire with shrapnel-shell, dispersing them effectually and with great rapidity. Our own men and those from the Manila then landed and waded out to the yacht. The water in places came up to their waists, but otherwise the passage was easy. We met several natives who received us in a friendly manner, probably owing to the fact that we had with us a force of about forty armed sailors. Working very hard all through the day, we managed to save a considerable quantity of stores and miscellaneous

effects, most, however, of which were saturated with water whilst being brought off the yacht. When we departed at night we left on board a Portuguese named Joaquim, together with his brother, providing them with revolvers and ammunition to guard her against the depredations of the natives.

Next day the steam-launch was found to have broken down, and I therefore chartered a small schooner which was lying in the harbour. In this we started at 9 A.M., accompanied by an officer and fifteen armed men from the Manila. We were obliged to go outside the reef, and when we rounded the point we found a strong head-wind blowing and the sea breaking heavily over the yacht. Under these circumstances it was impossible to get near the vessel; and we therefore returned and anchored in the harbour, awaiting an opportunity of going inside the reef.

Next day, Friday, August 1, was a very wet morning, but I started in the lifeboat at 7 A.M. and picked up the schooner, which had already sailed on her way down to the yacht. On reaching the latter at about half-past eight we at once went on board, where we found that untold damage had been done during the previous day and the intervening night by the natives, who had plundered the ship of everything which they could manage to carry away. The vessel was simply a shell, completely gutted, for what the natives had been unable to take off they had wantonly smashed to pieces. The bulkheads were torn down, the cabin flooring pulled up, and in short the whole place was a miserable wreck. All my boxes of curios had been opened and their contents thrown away; so that the collection, which had taken me three years to gather together, and which had cost me an infinity of time, trouble, and money, had been cruelly and ruthlessly scattered to the winds. The irreparable loss of this collection cost me, I think, more sorrow and disappointment than even the loss of the yacht itself. Joaquim and his brother were still on board, and favoured us with glowing and highly

coloured descriptions of their gallant but unsuccessful attempts to restrain the natives from plunder.

From information which we received next day our suspicions were aroused against their honesty and integrity, and we had occasion to believe that instead of protecting the property in charge of which he had been placed, Joaquim had been engaged, together with the natives, in stealing as much as he could and sending it on shore to his house. On receiving this intelligence we laid our information before the Governor, who ordered a party to proceed to Joaquim's house in the course of the night and to search it through and through. Unaware of these proceedings and quite ignorant of our suspicions concerning him, Joaquim came on board the Manila at one o'clock in the afternoon and commenced swaggering loudly about his exploits of the day before. He was considerably astonished when he found himself arrested and placed in irons.

At 4 A.M. next morning, before it was daylight, I started with the gun-cutter and a party of soldiers to search Joaquim's house. We were accompanied by the mate, Mr George, and the crew of the lifeboat, all fully armed. We arrived whilst all the inmates were asleep and took them completely by surprise. The whole affair was well planned and the arrangements successfully carried out. Sentries were posted round the houses so as to intercept any who attempted to escape, and the rest of the party then forcibly entered and commenced a strict search, which resulted in a grand haul. Underneath the flooring of the room in Joaquim's house were several cases of wine and the kedge-anchor, whilst the outhouses were filled with sails, ropes, canvas, the berthon boat, and a great many other articles, all belonging to the yacht. My ten-bore rifle was found buried beneath some earth. Twenty houses were searched altogether, the inmates being ordered to open all their boxes and every cupboard and receptacle that was locked; and if any hesitation was

shown, the places were quickly and unceremoniously forced open by violence. At 9 A.M. we returned to the Manila, bringing with us a goodly spoil, together with one of Joaquim's relatives as prisoner. Joaquim himself was sent ashore to the Governor, and brought back soon after with the Governor's orders that he was to be kept in irons on board, but that every facility should be permitted him to communicate with his family and friends in order that as much as possible might be recovered of that which still was missing. Joaquim was further informed that his sentence was that he should be sent to Manilla for twelve years' penal servitude, providing that all the property which he had stolen was forthwith returned to us; but that if it was not forthcoming after a reasonable time, he would be taken ashore and shot. At his request I wrote a letter to the native missionary, asking him to render him all the necessary assistance in his power; and the result was that that same evening another large boat-load of things was brought off to us.

The following day a little more of our property was restored, but the things were not of any great value, consisting principally of bulkheads and fittings. After consulting the Governor I determined, in the interests of the underwriters, to put up the yacht and most of its belongings to auction, and the next three days were occupied in drawing up catalogues and making other arrangements for the sale.

This took place on Thursday, August 7, at 3 P.M., the various articles being arranged on deck in forty-one different lots. Captain Carrington acted as auctioneer, but the result was more or less of a failure, for the attendance was very poor, and the buyers had evidently made arrangements amongst themselves and would not bid against one another. The yacht, as she lay with four anchors, cables, spars, rigging, &c., only fetched £20. The steam-launch complete, with engines and boiler, realised £21, the lifeboat £20, the dingy £7, 10s., and the sails averaged £1, 5s. apiece. The

grand total of the sale was £128, 6s. 8d. for the vessel and all her effects.

Thus ended the voyage of the Nyanza, a melancholy termination of an interesting, enjoyable, yet checkered cruise. During the week that had elapsed since the wreck occurred, the mate Mr George, the carpenter Joseph Shepherd, and the seamen Burrowes, Owens, Morrison, and Coley, all of whom had joined me at San Francisco, behaved in a remarkably splendid manner, working from morning to night without a murmur, and doing their utmost to save our property before they gave a thought to their own. Mr Erickson, the second mate, also did well, but the Swedes, without exception, were of no use whatever, refusing even to return to the wreck after the day of the accident. As for John Carrington, the sailing-master, his conduct was in my opinion deserving of the utmost reprobation. From the moment that the vessel struck, he did little or nothing to mitigate the disaster; and when the crew left the vessel he did not even muster them beforehand, the consequence being that one man was carelessly left on board, and that all the lamps and lights remained burning; so that, had I not returned, the ship would in all probability have been gutted by fire, and the man on board might have met his death. During all the week, when those whom I have mentioned were working so hard, he loitered about and did almost nothing.

After a terribly monotonous sojourn at Ponapi we finally left on October 1, some of us being taken on the Antonio Munoz, and the others on the Salvadora. We reached Manilla on the 19th, and on the 23d left in the Nanzing for Hong-Kong, arriving there on the 25th.

A Court of Inquiry was there held on the loss of the yacht, but unfortunately I had allowed one of my principal witnesses to remain behind at Ponapi, having previously taken his sworn statement in writing, which I imagined would have been received as evidence. This, however, was not

accepted; and had it been, I feel convinced that the Court would have come to the same conclusion as myself—namely, that the vessel owed its loss mainly to the fault of one man. As it was, the following verdict was delivered[1]:—

"We find that the schooner-yacht Nyanza, of which James Cumming Dewar was owner, and John Carrington sailing-master, the number of whose certificate is unknown, being lost with the ship, was, in or about July last, on a voyage from Kusaie, Caroline group, to Ponapi, also in the Caroline group.

"The Nyanza was a vessel of 131 tons net register, and 218 tons yacht measurement. She was a composite-built vessel belonging to the Royal Northern Yacht Squadron.

"From the evidence before the Court it appears that the vessel was well found, sufficiently manned, and seaworthy.

"That between the 21st and 28th of July light easterly winds with variable currents had been experienced. On the 28th of July, at noon, the ship was placed, by observations made by the owner, the sailing-master, and the first mate, in latitude 6° 56′ N., and longitude 158° 53′ E., which position placed her 32 miles E. ½ N. of the island of Ponapi.

"During the afternoon of this day light airs from the east were experienced, and a N.W. course was steered till midnight, when it was altered to W.N.W., but there is nothing to confirm the position of the ship at that time.

"About 1.10 A.M. on the 29th of July the vessel struck on the reef on the N.E. side of the island, and eventually became a total loss.

"The logs, charts, &c., being lost, the Court has no means of verifying the different positions of the ship, and must therefore be guided entirely by the evidence.

"The mate, a certificated officer, was on deck in charge of the watch after midnight; but he did not know where the

[1] A full report will be found in the Appendix.

ship was with reference to the reef, as he says he never saw the chart, and did not ask to see it.

"Soon after she struck, the captain came on deck. The sails were clewed, and the boats got out, but nothing further was done to save the ship.

"The Court, having regard to the circumstances before it are of opinion that the master was in error, in that he did not exert himself to verify the position of the ship on the afternoon of the 28th; further, that he did not remain more constantly on deck on the night of the 28th, before the ship struck.

"Further, we are of opinion that steps should have been taken, either by letting go an anchor, or by any other means, to prevent the ship driving farther on the reef; and the Court are unable to agree with the master in his opinion that this would have been of no avail; on the contrary, they think that it might have been the saving of the ship.

"Also, we are of opinion that, after obtaining help, some attempt should have been made to get the vessel off. We recognise that there existed difficulties, and are not prepared to say that these could have been overcome; still, we think that an attempt should have been made.

"These errors of the master we do not consider amount to wrongful acts or defaults, and we therefore do not deal with his certificate; but we think it will be well for him to avoid like errors in future.

"The Court must express the opinion that the services of the first mate, Robert George, do not appear to have been of much use in the navigation of the ship; and that, if the cross-bearings taken by him during the afternoon had been made use of, it is possible that it might have averted the disaster."

On one point, at least, besides that at which I have already hinted, I find myself compelled to dissent from

the Court. Mr George, the first mate, was in my opinion an able and painstaking navigator, and but for him I might have fared even worse than I did.

Before I conclude this tale of events, I must take the opportunity of putting on record the unbounded kindness, sympathy, and assistance which we received from the Governor at Ponapi, the captain and officers of the Manila, and from all the Spanish with whom we came in contact. Nor must I forget my yacht agents, Messrs Cox & King, of 5 Suffolk Street, London, who had discharged with unwavering fidelity and care all the numerous commissions that I gave them during my three years' absence from England.

As soon as the Court of Inquiry was finished, there was nothing further to detain us abroad, and we returned to England *viâ* Marseilles in the splendid steamer Caledonien belonging to the Messageries Maritimes Company.

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APPENDIX.

I.

LIST OF AINU DIVINITIES IN ORDER OF PRECEDENCE.

1. *Moshiri Kara Kamui, Kotan Kara Kamui.* Worshipped as chief of all Kamui, dispenser of power to lower order of gods, and source of all life and being.

2. *Aioina Kamui.* The progenitor of the Ainu race, the only human being worshipped. His special work, given him by the Creator, is to preside over the Ainus.

3. *Chup Kamui.* The word "Chup" signifies "luminary." They are two in number, called respectively Tokap Chup Kamui and Kunne Chup Kamui, equivalent to the sun and moon; they are not generally worshipped.

4. *Abe Kamui.* The word "Abe" means "fire." This god is worshipped on account of his general usefulness: he is supposed to be a purifier from disease, and is worshipped on all occasions of sickness and death, on a festival, and when a newly built house is occupied.

5. *Wakka-ush Kamui.* The word "Wakka-ush" means "watery," and is applied to the goddesses who preside over all springs, ponds, lakes, rivers, and waterfalls. With them is associated another goddess, called "Chiwash-ekot-mat," or "The female possessor of the places where fresh and salt waters mingle"—viz., the mouths of rivers: it is she who admits the salmon into and out of them. These goddesses are worshipped because they benefit mankind in allowing fish to ascend and descend.

6. *Rep-un Kamui.* These are gods of the sea, two in number, one good and the other evil. They are brothers, and their names

are "Shi-acha" and "Mo-acha." The former, who is the elder, is ever restless and persecuting his brother; he is the originator of storms, and direct cause of shipwrecks, and deaths by drowning; he is much feared, but never worshipped. "Mo-acha" is the god of fine weather, and is worshipped at seaside places.

7. *Kim-un Kamui.* This term is applied to bears, which are worshipped, first, on account of their greatness; and secondly, on account of their usefulness, as they furnish both food and clothing to the Ainus. Foxes, moles, and certain other animals are designated Kamui, but are not worshipped.

8. *Sarak Kamui.* The god or demon who presides over all accidents both on fresh water and on land. He is never worshipped, though greatly feared.

9. *Nitne Kamui and Wen Kamui.* Satan and evil spirits. Never worshipped, only feared.

Many other objects are termed Kamui, though not necessarily regarded as sacred, the word being used merely as a title of great respect. When used alone without any prefix, it generally signifies the Creator and Governor of the world, or bears.

AN AINU LEGEND OF A FAMINE.

1. There was a woman who was ever sitting by the window and doing some kind of needlework or other.

2. In the window[1] of the house there was a large cup filled to the brim with wine upon which floated a ceremonial moustache-lifter.[2]

3. The ceremonial moustache-lifter was dancing about on the top of the wine-cup.

[1] The east window of the hut. This is the sacred window, as the Ainus always worship towards the East, and in their libations three drops of wine are thrown towards it. Outside this window there are always clusters of whittled willow-sticks called "inao," which are placed there as an offering to the gods.

[2] Ceremonial moustache-lifters are peculiarly made, and are used for religious purposes. Some have bears and deer carved upon them, and are employed when thanks are made to the gods. The one in the legend had shavings left on it; it is especially used when supplications are made for any particular object. A common moustache-lifter, without carving, is used on general occasions. Their purpose is, first, to keep the moustache out of the wine; and secondly, to offer drops of drink to the gods. Three drops are given to the fire-goddess, three thrown towards the east window, three towards the north-east corner of the hut, where the Ainu treasures are kept, and then three drops must be offered to any special god for whose benefit the libations are offered or to whom the Ainu are paying worship.

4. In explaining the subject from the beginning and setting it forth from the end[1] the tale runs thus:—

5. Now look, do you think that the great God, do you think that the true God was blind?

6. In Ainu-land there was a great famine, and the Ainu were dying from want of food; yet with what little rice-malt and with what millet they had they made (a cup) of wine.

7. Now the great God had mercy, and in order that our relatives might eat, produced both deer and fish.

8. And the great God had mercy upon us, therefore He looked upon us, and in truth saw that in Ainu-land there was a famine, and that the Ainu had nothing to eat.

9. Then was that cup of wine emptied into six lacquer-ware vessels.[2]

10. In a very little while the scent of the wine filled the whole house.

11. Therefore were all the gods led in,[3] and the gods of places were brought from everywhere.

12. And they were all well pleased with that delicious wine.

13. Then the goddesses of the rivers and the goddesses of the mouths of rivers danced back and forth in the house.

14. Upon this all the gods laughed, with smiles upon their faces.

15. And whilst they looked at the goddesses, they saw them pluck out two hairs from a deer;

16. And, as it were, blow them over the tops of the mountains. Then appeared two herds of deer, skipping upon the mountain-tops, one of bucks and the other of does.

17. Then they plucked out two scales from a fish, and, as it were, blew them over the rivers; and the beds of the rivers were so crowded with fish that they scraped upon the stones, and the tops of the rivers were so full that the fish stood out like the porches of houses and were dried up by the sun.

18. So the things called fish filled all the rivers to the brim.

19. Then the Ainu went fishing, and caused their boats to dance upon the rivers.

20. The young men now found fish and venison in rich abundance.

[1] An Ainu idiom.

[2] Six is the sacred or perfect number. These lacquer-ware vessels are of Japanese make and are highly valued: as has already been said, a man's importance is measured by the amount of lacquer and old swords he possesses. In ancient times the Japanese daimios exchanged these vessels with the Ainus for fish and skins. Money was never paid for them.

[3] Refers to an Ainu custom of taking persons by the hand and leading them into the house: it is considered a mark of great honour to be so led.

21. Hence it is that Ainu-land is so good. Hence it is that from ancient times till now there has been hunting. Hence it is that there are inheritors to this hunting.

ANOTHER LEGEND OF A FAMINE.

1. There was something upon the seas bowing and raising its head.

2. And when they came to see what it was, they found it to be a monstrous sea-lion fast asleep, which they seized and brought ashore.

3. Now when we look at the matter we find that there was a famine in Ainu-land.

4. And we see that a large sea-lion was cast upon the shores of the mouth of the Saru river.

5. Thus the Ainu were able to eat (viz., obtained food).

6. For this reason *inao* and wine were offered to the gods.

7. So the gods to whom these offerings were made *were* pleased and *are* pleased.[1]

[1] The above lines were sung to the Rev. J. Batchelor of Hakodadi, to whom I am indebted for the preceding list of divinities and legends, by an aged Ainu whom he had been endeavouring to convince of the futility of offering wine and whittled pieces of wood to God. The old man's object in singing him this tradition was to impress on his mind the fact that, notwithstanding all he had said, the gods were at the time of the famine pleased with these offerings, and are still delighted when the devout worshipper sets them before them.

II.

DESCRIPTION OF THE NYANZA.

The Nyanza was a two-masted composite schooner-yacht of 218 tons Y.M. and 131.40 net register, built by Messrs Steele & Co. on the Clyde in 1867.

Her dimensions were—Length 110 feet, beam 21 feet 5 inches, and depth moulded 11 feet 8 inches.

She was unusually strongly and substantially built; was rigged as a fore-and-aft schooner, and carried a very large spread of canvas.

She was originally built for Lord Wilton, and had carried his flag as Vice-Commodore of the Royal Yacht Squadron.

III.

DISTANCES DIRECT, AND DURATION OF PASSAGES.

	Miles.	Days.	Hours.
Plymouth to Ponta Delgarda, St Michaels	1260	17	20½
Ponta Delgarda to Palma, Canaries	660	4	16½
Palma to St Vincent, Cape de Verde Islands	810	5	3½
St Vincent to Fernando Noronha	1320	15	19½
Fernando Noronha to Trinidad	1017	7	10½
Trinidad to Rio de Janeiro	792	5	6
Rio de Janeiro to Monte Video	1045	8	20
Monte Video to Pyramid Bay, Nuevo Gulf	652	7	3½
Pyramid Bay to Stanley, Falklands	596	6	0
Stanley to Juan Fernandez, *viâ* Magellan's Straits and Smyth's Channel	1960	82	0
Juan Fernandez to Mollendo	1045	9	7
Mollendo to Callao	484	3	4
Callao to Easter Island	2015	21	4
Easter Island to Fatou-hiva, Marquesas	1905	13	6
Nuka-hiva, Marquesas, to Tahiti	763	7	2
Tahiti to Tutuila, Samoa	1300	8	4½
Apia, Samoa, to Tongatabu	562	4	19
Tongatabu to Suva, Fiji	425	4	7

	Miles.	Days.	Hours.
Suva to Noumea, New Caledonia	760	4	2
Noumea to Erromango, New Hebrides	387	4	4
Espiritu Santo, New Hebrides, to Vanua Lava, Banks Islands	185	2	7
Vanua Lava to Santa Cruz	225	5	2
Santa Cruz to Honolulu, *viâ* Gilberts	2900	31	5
Honolulu to San Francisco	2100	18	17½
San Francisco to Esquimalt, B.C.	765	10	12½
Esquimalt to Lahaina, Sandwich Islands	2370	30	12½
Lahaina to Port San Luis d'Apra, Marianas	3403	28	0
Port San Luis d'Apra to Port Lloyd, Bonin Islands	850	10	16
Port Lloyd to Kobe	626	11	21½
Kobe to Petropaulovski	1689	14	19¼
Petropaulovski to Legiep, Marshall Islands	2661	22	16½
Legiep to Jaluit, Marshall Islands	266	6	8½

SUMMARY OF VOYAGE.

Sailed from Plymouth, July 21, 1887.
Wrecked on Ponapi, Caroline Islands, July 29, 1890.
Number of miles sailed, 42,784.
Number of days at sea, 411.
Average run per day, 104·09 knots.

Three Best Runs.

Feb. 10, 1889, lat. 33° 11′ N., long. 140° 39′ W.; run 270 miles.
Sept. 30, 1888, lat. 14° 11′ S., long. 162° 32′ W.; run 252 miles.
June 11, 1890, lat. 48° 8′ N., long. 160° 40′ E.; run 252 miles.

IV.

LIST OF ORIGINAL CREW ON LEAVING ENGLAND.

	Discharged at
Donald Cameron, sailing-master	Stanley, Falklands.
Alfred Carter, chief mate	Callao.
Donald Nicholson, second mate	Kobe.
James Wilson, carpenter	San Francisco.
John Wyllie, sailmaker	"
Andrew Patterson, A.B.	"

	Discharged at
John Maclean, A.B.	San Francisco.
Donald Macdonald, A.B.	"
Lauchlin Black, A.B.	"
Neil Kelly, A.B.	Kobe.
James Pettit, A.B.	"
Hector Macmillan, A.B.	Stanley, Falklands.
James Millar, A.B.	Noumea, New Caledonia.
John M'Callum, A.B.	Kobe.
Duncan Macdonald, ship's cook	San Francisco.
William Crowe, chief steward	Tahiti.
Arthur Lusher, second steward	Callao.

LIST OF CREW AT DATE OF SHIPWRECK.

	Joined at
John Carrington, sailing-master	San Francisco.
Robert George, chief mate	"
John Erickson, second mate	Kobe.
Joseph Shepherd, carpenter	Esquimalt, B.C.
Arthur Williams, sailmaker	Kobe.
Charles Coley, signalman	San Francisco.
Samuel Burrowes, A.B.	"
George Owens, A.B.	"
Alfred Morrison, A.B.	"
John Jacobson, A.B.	Kobe.
Victor Johansson, A.B.	"
Carl Christiansen, A.B.	"
Robert M'Lellan, A.B.	"
E. Auty, A.B.	"
Sam Sing, saloon cook	"
Ah Wong, ship's cook	"
Julian Rapardzig, chief steward	Tahiti.
Yebisu Yasugiro, second steward	Kobe.
Henry Smith, messroom steward	San Francisco.

LIST OF OFFICERS AND MEN TEMPORARILY ON BOARD.

	Joined at	Discharged at
Robert Hunt, sailing-master	Stanley, Falkland Islands	Honolulu.
George Holland, sailing-master	Honolulu	San Francisco.
John Lawless, chief mate	Callao	"

	Joined at	Discharged at
Charles Henderson, chief mate	San Francisco	San Francisco.
John Edholm, carpenter	"	"
Edward Page, boatswain	"	"
Pedro Tutman, boatswain	"	Kobe.
Charles Schroder, A.B.	Stanley, Falkland Islands	Juan Fernandez.
William Moore, A.B.	San Francisco	San Francisco.
George Reed, A.B.	"	"
James Studart, A.B.	"	Lahaina.
William M'Dougal, A.B.	"	Esquimalt.
John M'Fee, A.B.	"	"
Hermann Hoffman, saloon cook	Callao	Tahiti.
Henry Murdoch, second saloon cook	Tongatabu	Honolulu.
Kum Sungya, saloon cook	Honolulu	Kobe.
Charles Sanders, ship's cook	"	"
Kamino Motasabru, ship's cook	Kobe	"
Frank Howe, second steward	San Francisco	San Francisco.
Frank Keany, second steward	"	Kobe.
Higuchi Nawataro, second steward	Kobe	"
John M'Conville, boy	Callao	San Francisco.
Henry Palmer, boy	San Francisco	Deserted at San Francisco.

V.

REPORT OF COURT OF INQUIRY, HELD AT HONG-KONG, NOVEMBER 2, 1890, TO INQUIRE INTO THE LOSS OF THE SCHOONER-YACHT NYANZA.

A Marine Court was held at the Harbour Office this morning, to inquire into the loss of the British yacht Nyanza, which was wrecked off Ponapi on the 29th of July last. Captain Rumsey, R.N., harbour-master, presided, and the other members of the Court were: Commander Stevens, R.N., H.M.S. Victor Emmanuel; Captain W. H. Wotton, s.s. Phra Nang; Captain J. Mooney, s.s. Riversdale; and Captain Seabury, s.s. China.

Mr Hastings (of Messrs Wotton & Deacon's office) appeared on behalf of Captain Dewar.

Captain Carrington asked the President if there was any objection to Mr Duncan appearing on his behalf.

The President asked who Mr Duncan was.

Mr Chesney Duncan said he was secretary to the British Mercantile Marine Officers' Association of Hong-Kong, which was affiliated with the Liverpool Association, of which Captain Carrington was a member, and as Captain Carrington was not in a position to employ a solicitor, he had asked him (Mr Duncan) to watch the case on his behalf. If Captain Carrington was to be put on his defence, he would ask for an adjournment to prepare his defence. He would submit that the Court could not deal with Captain Carrington's certificate, as he was not on the articles of the ship as master.

The President said it was impossible to say whether Captain Carrington would be put on his defence until the evidence was heard. He was afraid he could not allow Mr Duncan to appear for him, but the captain's case might be safely left in the hands of the Court.

James Cumming Dewar, owner of the Nyanza, said: The Nyanza is registered in Glasgow. The articles are lost. She had a crew of twenty-one all told. We were bound for the island of Ponapi from Kusaie. We left Kusaie on 21st July. We sighted Ponapi on the morning of the 28th. Our position at noon was 6° 57′ N., 158° 53′ E. We had light variable winds all day. At 10 P.M. I went below to bed, and was

awakened at 1.10 A.M. by the ship striking. I went on deck and found she was hard and fast on the reef. She was gradually driven higher and higher, and in about twenty minutes fell over on her beam-ends. About twenty-five minutes after we first struck the boats were lowered. Captain Carrington proceeded to the Spanish colony, about 16 miles distant, in the launch, taking most of the hands.

I remained with the chief officer and a boat's crew beside the ship all night. I noticed that all the lights had been left burning, and I went back and put them out. I found that a man had been left on the ship, and I took him off. Next day we went on board at daybreak, and saved as much of the property as we could. About 2 P.M. the launch returned, together with four armed boats from the colony. I asked them to leave a guard at night, but they declined. We were working at the ship for about four days, leaving her each night and going to the colony. At night the natives came off and plundered the ship. Eventually we went on board a Spanish transport. The ship was sold by auction as she lay, together with some of the effects we had been able to save. We were taken to Manilla, and from there we came to Hong-Kong.

Examined by Mr Hastings. I was on a voyage round the world. I shipped the captain at San Francisco on 28th February 1889. I shipped him as sailing-master. I did not personally attend to navigation. Captain Carrington attended to it exclusively. During my absence from the yacht in Japan I was told by my steward that the captain had been giving large parties on board, and quantities of my wine and stores had been used. I left for home for four months, leaving the yacht at Kobe. At the Marshall Islands the captain wished to leave the ship, as he said his position was uncomfortable, but he afterwards agreed to come on to Ponapi. When I came on deck about two minutes after the ship struck, I saw the captain aft on the port side. He was fully dressed. I went in the lifeboat, and the captain went in the launch with the rest of the crew. After we had proceeded for about fifteen minutes, I said I did not think it right to abandon the ship in this way. The captain said, "Why not?" I said the natives would come and plunder her. I then said I would remain by her. Previous to this I had returned to the ship and taken the man off. After this the chief officer was transferred from the launch, and came with me. The ship struck about 1½ mile from the shore. Observations for longitude were always taken about 8 A.M. and for latitude at noon. They were taken by the captain and chief officer; latterly I did it myself as a matter of practice. The position was never

verified by observations in the afternoon or at night. There had been no current at noon on the 28th, to the best of my recollection. From the time of leaving Kusaie we had experienced strong variable currents, chiefly setting to the westward. They varied from about 15 to 30 miles a-day. I never interfered in the slightest degree with the management or navigation of the ship. The register and log-book were lost. I was on the ship's register as master. I was put on originally in Tahiti. I was put on again at Kobe last May. On the articles there was no master named since the last master left. On one sheet of articles my name was there as master. When we left England a man named Donald Cameron signed as master. He was afterwards discharged. Robert Hunt was the next. He was tried by a naval court at Honolulu for drunkenness, and was dismissed from the ship. As I had had a great deal of trouble with Captain Hunt, I told Captain Carrington I preferred to be on the register as master myself. I don't consider that in doing this I accepted responsibility for the navigation of the ship. I explained to Captain Carrington that it was merely formal, and that everything would be left to him. It is a very common practice at home. What I have stated as to the ship's position on the 28th was the result of Captain Carrington's report to me. When I went below at ten that night there was a little rain. It was fairly clear when not raining. I had no conversation with the captain as to what was to be done with the ship during the night. The captain gave instructions as to leaving the ship and as to the manning of the boats. I was not consulted with reference to leaving the ship. I said I would remain on the ship till all others had embarked, but Captain Carrington said it was no use doing that. We all left at the same time. I don't know how a man came to be left on board, but it was by mistake. I heard he had been below. I did not reprove Captain Carrington for what I considered his misconduct in my absence from the ship. He never had an opportunity of giving any explanation. When I came on deck after the ship struck, the captain was perfectly sober. I have had a great deal of experience in yachting, but I have not gone in for navigation till recently. I know it is a general rule to verify sights by afternoon sights. I did speak to the captain about this not being done on board the yacht. To the best of my belief sights were never taken in the afternoon when an observation could be got in the morning. The explanation I have given about the currents was the result of reports to me by the captain.

John Carrington said: I hold a master's certificate; I lost it

in the yacht. It was granted in Liverpool in 1874. I shipped in the Nyanza in San Francisco as acting sailing-master. From San Francisco we went to the Sandwich Islands, and from there to the Ladrones and the Bonin Islands, and from there to Japan. Some time in June we left to go to the South Seas. We had got to the Marshall group first, and from there to Kusaie. Thence we sailed for Ponapi. I was in charge of the ship when she was at sea. From Kusaie we had very light winds and variable currents to Ponapi. The currents were contrary most of the way. The ship was a fore-and-aft schooner with no steam-power. The day previous to going ashore we had no current. During the afternoon we had light airs. The position at 4 P.M. would be about three miles from what it was at noon. I have lost all my papers, and I can't remember what was the position. I reported the position to Captain Dewar. The island had been in sight since daylight. I could not get bearings in the afternoon on account of rain. I did not take sights in the afternoon, as I depended on getting bearings later on. In the evening I was on deck till about 9.30 P.M. She had gone from two to three knots since six o'clock. We were sailing W. by N. From noon till about five minutes before midnight we had a fair wind. At 9.30 P.M. it was clear, with the exception that there were occasional small rain-squalls. We could see portions of the island quite clearly. I could not get the two extremes of the island. The second mate was left in charge of the deck. He is not a certificated man. I lay down in my clothes, having told them to call me a little before midnight. I went on deck and satisfied myself that we were from eight to ten miles from land. I altered the course to W.N.W., which would have taken her well clear of the land. I intended to go round the north end of the island. I went below again immediately. I meant to be up and down all night. I left orders with the second officer that he was to tell the chief when he relieved him that he was to call me when the highest part of the north end of the island was about S. by W. She was then going about three knots. I was in a light sleep when I felt her touch the ground about a quarter-past one. I ran on deck and found all sail set, and the vessel breast-on to the reef. I immediately lowered down all the large sails, leaving the jib standing. She ploughed along the reef a little, and then fell over to starboard. The sea had turned her almost completely round after she struck, and when she fell over she was heading to the southward. When I got on deck the breakers were about a ship's-length ahead, but she was set up into the breakers before I left. There were two fathoms of water amidships at that time. A quarter of an hour

after that I found only about seven feet. Captain Dewar came on deck shortly after me, and asked me what I thought of it. I said I thought she was hard fast, and advised him to go below and dress and get his valuables together. In the meantime I got the boats ready. When all was ready, being of opinion there was no chance of getting her off, I gave all hands orders to get into the boats. I shipped all Captain Dewar's money, plate, and jewellery in the first boat.[1] I went in the launch to the port of Ponapi about 2 A.M. After getting some little distance from the ship, Captain Dewar hailed me, and said he thought one of us ought to remain near the ship till morning. It was arranged I should proceed to get assistance, and return as early as possible in the morning. This was arranged with Captain Dewar. I suppose he thought it would be better for me to go, as I can speak Spanish well. Captain Dewar knew I could speak Spanish. I arrived at the port at 7 A.M., and getting what assistance I could, returned to the ship in the afternoon. I got four boats and a steam-launch, with between twenty and thirty men, from the transport Manila. I returned to the ship before them, having arranged for them to follow. The ship was a little further on the reef, and at low tide one could walk round her. The reef was a flat one, and extended for about half a mile. I don't think the ship was making water the first day. The third day, after going ashore, I came to the conclusion that she was breaking up. She was making water badly. It was useless to make any attempt to get her off. When we abandoned her the keel was turned right off, and the beams all bent. She was a composite-built ship, twenty-one years old. The hull was sold by auction about ten days after for $125.

Cross-examined by Mr Hastings. The course set at noon on the 28th would take us within about four miles of the reef. I attempted several times to take cross-bearings from about four o'clock till dark. I did not hear the breakers when I came on deck at twelve o'clock. I am positive of that. If I had heard them, I should not have gone below. I did not take my papers off the ship. I did not take a small black bag into the boat. I have a small portmanteau with some clothes which I had packed up, as I was going to leave at Ponapi. I did not say to anybody in the boat that the bag contained my papers. There was difficulty in getting into the boats and clear of the ship. I don't think I was out of my reckoning at twelve o'clock in

[1] This was not the case; on the contrary, obstacles were placed in the way of *my* doing so.

thinking the land was eight or ten miles distant. I think the current carried her three miles towards the reef, and that, with the misplacement of the reef on the chart, accounts in my opinion for what happened. The reef is placed too far to westward on the chart.

By the President. The yacht belonged to the Royal Northern Yacht Squadron. She was well found in all respects.

Alexander Burrowes, A.B., examined by Mr Hastings, said: I came on watch at midnight on the 28th of July. I did not see the reef until we struck. I went in the lifeboat. I saw a leather bag belonging to Captain Carrington. He told me to put it forward, as it contained his papers. I did not see the bag again.

By the President. Between twelve o'clock and the time the ship struck I was lying down on deck. I did not see nor hear any breakers. I belonged to the port watch; there were six there. There was very little wind. I was on deck a quarter of an hour before the ship struck. I did not see nor hear any breakers, nor was I aware of any cause for alarm. When she struck I was below taking off my oilskins as it had cleared. We had not much difficulty in getting into the boats. There was a heavy surf.

Robert George, chief mate of the Nyanza, said: I hold a first mate's certificate. I joined the ship at Vancouver. I took sights at noon on the 28th. After comparing with the captain, we agreed on the position. We had found the currents variable. I took bearings on the 28th, but I can't remember what they were. I found no difficulty in taking them. I remarked the sugar-loaf hill on the east side of the island; it was prominent during the afternoon. I was on watch from 6 to 8 P.M. The captain was then below. I came up and mustered the watch at twelve o'clock, and then went below. I got orders from the second mate that the captain was to be called when the highest part of the land was abeam. I saw the captain, but he did not speak to me. The course given me was W.N.W. Shortly after I went on deck it came on to rain. I kept going forward and aft between the man on the look-out and the man at the wheel. About ten minutes before it cleared, and I could see the land, the look-out man came aft and said he could see the bottom. I immediately gave the order to put the helm hard aport. She struck almost immediately. Instead of answering the helm she went off to port. She did not strike with a sharp blow, but almost imperceptibly. The captain then came on deck. He told me to put the boom over on the port side and clew up the mainsail. The orders were then given to lower

away the boats. I went in the steam-launch. There was no trouble in getting into the boats. There was a little sea, a swell right abeam. I afterwards changed into Captain Dewar's boat. Observations were taken in the morning and at noon, as a rule. I suggested several times to the captain that sights might be taken at sunrise and sunset, but he did not seem to care about that. Latterly we could not get our positions to agree at all. We had to do them all over again, and I was generally right. This I thought very strange, and I asked the captain if there was anything the matter with him, and he said he was worried and put about. The captain always set the course. I never saw a chart all the time I was on the ship. The captain said it was different altogether on a yacht from a merchant-vessel, and he could not have me knocking about the saloon where the charts were kept. The bearings I took on the 28th I put on the log-slate. I did not report them to the captain. The captain was on deck. I took them simply to put them on the log-slate. I did not report to the captain that I had taken bearings. I can't account for the ship falling away to port instead of coming round to starboard when the helm was put hard over just before she struck. I had always been on good terms with the captain, and had always got on well with him. I am not on good terms with him now. The difference between us has to do with the ship, but it has nothing to do with the loss of the ship, or the circumstances that led to the loss of the ship. The captain never consulted me about the navigation of the ship. We did not mess together. The errors in the captain's observations arose from careless working out. I never asked the captain to let me see the chart. Captain Dewar brought the chart on deck on the morning of the 28th, and showed the reef. At six o'clock that evening I thought we were seven or eight miles from the land. I did not know where the reef was, nor did I know the ship's position with regard to it. At twelve o'clock I thought we were about seven miles off the land. I did not know how far the reef extended off the land.

By Mr Hastings. A few days before the wreck the captain gave me a recommendation.

By the President. I was not satisfied with the recommendation; I thought "perfect seaman" too much. I did not think "splendid navigator" so extravagant. I think the captain had a fair opportunity of judging my capabilities as a navigator. It was not on account of this certificate that we fell out.

By Commander Stevens. I did not know I had a legal right to go to the chart and mark off the position of the ship. I know it is usual.

Commander Stevens. Don't you think you had a right to do it for your own safety?

Witness. I did not know I had a legal right.

Commander Stevens. Your bearings went for nothing. If you had reported them to the captain you might have saved the Nyanza.

This concluded the evidence.

The Court, after deliberation, delivered the following finding:—

We find that the schooner-yacht Nyanza, of which James Cumming Dewar was owner, and John Carrington sailing-master, the number of whose certificate is unknown, being lost with the ship, was, in or about July last, on a voyage from Kusaie, Caroline Group, to Ponapi, also in the Caroline Group.

The Nyanza was a vessel of 131 tons register, and 218 tons yacht measurement. She was a composite-built vessel belonging to the Royal Northern Yacht Squadron.

From the evidence before the Court it appears that the vessel was well found, sufficiently manned, and seaworthy.

That between the 21st and 28th of July light easterly winds, with [illegible] currents, had been experienced. On the 28th of July, at noon, the ship was placed, by observations made by the owner, the sailing-master, and the first mate, in lat. 6° 56′ N., and long. 158° 53′ E., which position placed her 32 miles E. ½ N. of the island of Ponapi.

During the afternoon of this day light airs from the east were experienced, and a N.W. course was steered till midnight, when it was altered to W.N.W., but there is nothing to confirm the position of the ship at that time.

About 1.10 A.M. on the 29th of July the vessel struck on the reef on the N.E. side of the island, and eventually became a total loss.

The logs, charts, &c., being lost, the Court has no means of verifying the different positions of the ship, and must therefore be guided entirely by the evidence.

The mate, a certificated officer, was on deck in charge of the watch after midnight; but he did not know where the ship was with reference to the reef, as he says he never saw the chart, and did not ask to see it.

Soon after she struck, the captain came on deck. The sails were clewed and the boats got out, but nothing further was done to save the ship.

The Court, having regard to the circumstances before it, are of opinion that the master was in error, in that he did not exert himself to verify the position of the ship on the afternoon of the

28th; further, that he did not remain more constantly on deck on the night of the 28th before the ship struck.

Further, we are of opinion that steps should have been taken, either by letting go an anchor or by any other means, to prevent the ship driving farther on the reef; and the Court are unable to agree with the master in his opinion that this would have been of no avail; on the contrary, they think that it might have been the saving of the ship.

Also, we are of opinion that, after obtaining help, some attempt should have been made to get the vessel off. We recognise that there existed difficulties, and are not prepared to say that these could have been overcome; still, we think that an attempt should have been made.

These errors of the master we do not consider amount to wrongful acts or defaults, and we therefore do not deal with his certificate; but we think it will be well for him to avoid like errors in future.

The Court must express the opinion that the services of the first mate, Robert George, do not appear to have been of much use in the navigation of the ship, and that if the cross-bearings taken by him during the afternoon had been made use of, it is possible that it might have averted the disaster.

VI.

TABLE OF DAILY POSITIONS.

1887.	Lat. N.	Long. W.
July		
21	Left Plymouth.	
22	49 42′	5 10′
23	47.40	6.5
24	46.17	6.43
25	45.9	7.7
26	44.25	9.31
27	No observations.	
28	43.26	9.40
29	43.17	11.5
30	42.12	14.45
31	41.46	16.15
Aug.		
1	40.45	18.18
2	No observations.	
3	39.56	20.40
4	39.40	22.5
5	No observations.	
6	38.11	22.9
7	38.3	23.34
8	Arrived at St Michael's, Azores.	
15	Left St Michael's.	
16	36.46	25.20
17	35.6	23.55
18	32.39	20.20
19	29.51	18.19
20	Arrived at Palma, Canary Islands.	
22	Left Palma.	
23	26.54	18.47
24	24.29	20.24
25	21.2	21.41
26	18.13	24.2

1887.	Lat. N.	Long. W.
Aug.		
27	Arrived at St Vincent, Cape de Verde Islands.	
28	Left St Vincent.	
29	15 10′	25 30′
30	13.16	26.35
31	12.16	26.54
Sept.		
1	11.43	28.4
2	No observations.	
3	9.1	27.22
4	8.1	27.45
5	7.12	27.24
6	6.30	27.10
7	4.55	26.32
8	3.20	27.1
9	1.9	30.11
10	No observations.	
	Lat. S.	Long. W.
11	0.58	30.27
12	No observations.	
13	Arrived at Fernando Noronha.	
16	Left Fernando Noronha.	
17	5.55	32.16
18	7.42	31.49
19	9.55	31
20	12.40	29.48
21	15.44	28.56
22	18.6	28.58
23	20.13	29.22
24	Arrived Trinidad. Left same day.	
25	21.28	31.51
26	22.1	34.34
27	22.21	36.44

1887. Sept.	Lat. S.	Long. W.
28	22°24′	39°22′
29	Arrived at Rio de Janeiro.	
Oct.		
9	Left Rio de Janeiro.	
10	25.55	46.7
11	No observations.	
12	30.42	48.39
13	No observations.	
14	No observations.	
15	31.41	49.54
16	33	51.33
17	34.50	54.26
18	Arrived at Monte Video.	
27	Left Monte Video.	
28	No observations.	
29	38.42	56.20
30	No observations.	
31	39.52	56.57
Nov.		
1	40.56	59.10
2	41.15	62.36
3	Arrived in Neuvo Gulf.	
11	Left Neuvo Gulf.	
12	43.56	64.20
13	44.38	63.28
14	46.18	62.45
15	48.15	61.3
16	49.46	59.17
17	Arrived at Stanley, Falklands.	
1888. Feb.		
10	Left Stanley.	
11	49.43	59.54
12	50.44	63.56
13	52	65.59
14	52.41	68.15
15	Entered Magellan's Straits.	
April		
17	Left Smyth's Channel.	
18	46.42	76.10
19	44.38	77.40
20	44.7	78.3
21	43.1	77.3
22	41.47	75.47
23	40.20	75.30
24	39.48	75.53
25	38.23	76.18
26	37.50	77.10

1888. April	Lat. S.	Long. W.
27	36°44′	77°12′
28	35.37	76.7
29	35.4	76.19
30	34.24	77.12
May		
1	34.13	77.13
2	Arrived at Juan Fernandez.	
8	Left Juan Fernandez.	
9	31.38	77.55
10	29.16	77.6
11	26.1	76.2
12	22.52	74.42
13	20.1	73.58
14	17.57	72.43
15	No observations.	
16	No observations.	
17	Arrived at Mollendo.	
June		
2	Left Mollendo.	
3	16.45	74.10
4	15.18	77.18
5	Arrived at Callao.	
July		
19	Left Callao.	
20	12.18	78.20
21	13.23	81.7
22	15.4	83.40
23	16.10	85.58
24	16.44	87.28
25	17.14	89.40
26	18.6	91.56
27	19.28	95.5
28	20.52	97.35
29	22.3	99.48
30	22.29	100.50
31	22.51	101.23
Aug.		
1	24.2	103.28
2	25.35	104.25
3	26.24	105.5
4	27.5	105.17
5	27.21	106.12
6	27.24	106.26
7	27.50	107.55
8	27.5	108.16
9	Arrived at Easter Island.	
16	Left Easter Island.	

1888. Aug.	Lat. S.	Long. W.
17	25° 55′	111° 15′
18	25.12	113.54
19	24.21	115.35
20	23.12	117
21	21.41	119.29
22	19.20	122.25
23	17.43	124.29
24	15.32	127.40
25	13.27	130.31
26	12.24	133.30
27	11.32	135.15
28	10.46	136.13
29	Arrived at Fatou-hiva, Marquesas.	
31	Left Fatou-hiva. Arrived Hiva-oa, Marquesas.	
Sept.		
3	Left Hiva-oa.	
4	Arrived Nuka-hiva, Marquesas.	
5	Left Nuka-hiva.	
6	10.54	141.50
7	12.1	143.18
8	13.52	145.49
9	14.50	147.40
10	16.6	148.40
11	16.29	148.36
12	Arrived at Tahiti.	
25	Left Tahiti.	
26	16.4	150.50
27	14.54	152.50
28	14.43	155.36
29	14.41	158.24
30	14.11	162.32
Oct.		
1	14.19	165.48
2	14.20	168.10
3	Arrived at Pagopago, Tutuila Island, Samoa.	
6	Left Pagopago.	
7	Arrived at Apia, Samoa.	
9	Left Apia.	
10	14.39	171.20
11	16.47	172
12	19.26	172.20
13	21.10	174.20
14	Arrived at Tongatabu.	
18	Left Tongatabu.	
19	20.52	176.50
20	20.8	177.40

1888. Oct.	Lat. S.	Long. E.
22	18 50′	179 26′
23	Arrived at Suva, Fiji.	
26	Left Suva.	
27	19.48	175.54
28	21.9	172.11
29	22.25	169.25
30	Arrived at Noumea, New Caledonia.	
Nov.		
6	Left Noumea.	
7	23.24	[illegible]
8	23.8	167.53
9	21.40	168.16
10	Arrived at Erromango Island, New Hebrides.	
12	Left Erromango.	
13	Arrived at Sandwich Island, New Hebrides.	
14	Left Sandwich Island.	
15	Arrived at Mallicollo Island, New Hebrides.	
16	Left Mallicollo.	
17	Arrived Espiritu Santo, New Hebrides.	
19	Left Espiritu Santo.	
20	14.45	166.20
21	Arrived at Vanua Lava Island, Banks Group.	
25	Left Vanua Lava.	
26	12.25	166.50
27	Becalmed off Santa Cruz.	
28	Do.	do.
29	Do.	do.
30	Arrived at Santa Cruz.	
Dec.		
1	Left Santa Cruz.	
2	No observations.	
3	7.50	169.55
4	6.20	171.20
5	5.21	172.15
6	3.37	172.50
7	0.47	173.[illegible]
	Lat. N.	Long. [illegible]
8	0.51	174.4
9	1.47	176.35
10	2.50	178.40
11	4.11	179.50
	Lat. N.	Long. W.
14	5.45	179.50

1888. Dec.	Lat. N.	Long. W.
12	5°49′	178°20′
13	6.8	176.50
14	7.10	176.15
15	9.3	175.50
16	10.40	176.5
17	12.13	176.8
18	13.44	175.50
19	15.35	175.37
20	16.34	175.25
21	18.17	174.55
22	19.4	174.13
23	19.44	171.30
24	19.44	169.44
25	20.31	169.35
26	20.57	168.50
27	21.7	167.5
28	21.23	165.33
29	21.31	162.6
30	21.30	158.50
31	Arrived at Honolulu, Sandwich Islands.	
1889. Feb.		
3	Left Honolulu.	
4	22.23	156.50
5	23.7	156.1
6	24.29	154.41
7	26.41	151.21
8	29.5	147.46
9	31.13	145.31
10	33.11	140.39
11	34.18	139.33
12	36.46	140
13	37.5	136.53
14	37.35	134.52
15	37.14	133.28
16	37.5	131.25
17	37.5	130.16
18	37.28	127.56
19	37.28	126.6
20	37.27	124.25
21	37.35	123.59
22	Arrived at San Francisco.	
April		
6	Left San Francisco.	
7	38.12	123.55
8	38.31	125.5
9	38.43	126.20
10	38.44	127.33
11	38.51	129.14
12	41.25	128.15

1889. April	Lat. N.	Long. W.
13	44°28′	127°41′
14	46.50	127.40
15	In Juan de Fuca Straits.	
16	Arrived at Esquimalt, B.C.	
May		
4	Left Esquimalt.	
5	In Juan de Fuca Straits.	
6	No observations.	
7	48.5	125.55
8	46.37	128
9	45.17	128
10	44.43	128.22
11	43.30	129.40
12	42.56	133.1
13	42.14	133.25
14	40.35	134.5
15	39.31	134.49
16	38.4	135.49
17	36.54	135.44
18	35.25	136.50
19	35.34	138.8
20	34.56	138.38
21	34.31	139.8
22	34.16	146.46
23	34.28	144.56
24	34.42	147.30
25	34.9	150.26
26	33.50	151.40
27	33.37	152.3
28	31.52	153.7
29	31.33	154.23
30	30.52	156.2
31	30.12	157.12
June		
1	26.48	156.32
2	24.45	155
3	21.34	155.45
4	Arrived at Lahaina, Sandwich Islands.	
6	Left Lahaina.	
7	20.45	158.13
8	21.8	159.38
9	21.8	160.52
10	20.33	162.26
11	18.43	164.1
12	18.9	165.54
13	18.18	167.46
14	18.3	170.22
15	18.3	172.57
16	17.36	175.35
17	17.13	178.36

1889. June	Lat. N.	Long. E.
19	16°49′	178°52′
20	16.31	176.29
21	16.17	174.5
22	15.55	172.12
23	15.34	169.28
24	15.8	166.54
25	14.58	164.32
[illegible]	14.43	161.59
[illegible]	14.32	159.42
[illegible]	14.30	157.22
29	14.12	154.54
30	14	152.50
July		
1	13.56	151
2	13.57	148.54
3	14	147.41
4	13.52	146.27
5	Arrived at Guajan Island, Marianas.	
13	Left Marianas.	
14	15.12	143.49
15	17.32	143.23
16	19.22	143.5
17	20.2	142.55
18	20.50	142.55
19	22.47	143
20	24.1	142.40
21	25.6	142.25
22	26.4	142.42
23	26.36	142.23
24	Arrived at Port Lloyd, Peel Island, Bonin Islands.	
27	Left Port Lloyd.	
28	27.53	141.46
29	28.15	140.37
30	29.7	139.44
31	29.43	139.43
Aug.		
1	30.32	137.57
2	30.49	137.48
3	30.44	137.5
4	31.28	136.17
5	32.8	136.20
6	33.10	136.10
7	In the Kii Channel.	
8	Arrived at Kobe (Hidgo).	
1890. May		
8	Left Kobe.	

1890. May	Lat. N.	Long. E.
9	33°24′	135°54′
10	34.11	137.55
11	34.15	138.42
12	35.52	142.37
13	37.49	145
14	38.58	146.19
15	39.51	147.49
16	41.20	148.55
17	43.20	151.13
18	45.41	153.30
19	46.20	154.2
20	46.58	156.49
21	48.25	158.5
22	51.21	158.55
23	Arrived at Petropaulovski.	
30	Left Petropaulovski.	
31	52.5	158.28
June		
1	Arrived in Betchevinskaya Bay.	
2	Left Betchevinskaya Bay.	
3	Arrived in Avatcha Bay.	
9	Left Avatcha Bay.	
10	50.16	159.27
11	46.8	160.40
12	44.18	161.11
13	42.21	161.50
14	39	162.41
15	36.49	163.13
16	35.46	163.20
17	34.56	163.55
18	33.31	165.23
19	32.14	166.15
20	30.52	167.19
21	30.11	167.53
22	29.10	167.28
23	28.23	167.5
24	26.2	167.18
25	23.16	167.28
26	19.58	167.40
27	16.31	168
28	13.13	168.2
29	11.58	168.38
30	11.31	168.45
July		
1	Arrived at Legiep, Marshall Islands.	
4	Left Legiep.	
5	8.29	169.11
6	7.15	169.25

1890. July	Lat. N.	Long. E.
7	6°38′	170°21′
8	6.15	170.23
9	5.51	170.5
10	Arrived at Jaluit, Marshall Islands.	
14	Left Jaluit.	
15	No observations.	
16	4.50	169.45
17	4.49	168.59
18	5.36	166.45
19	5.36	164.51

1890. July	Lat. N.	Long. E.
20	Arrived at Kusaie, Caroline Islands.	
21	Left Kusaie.	
22	5°41′	162°12′
23	6.3	161.18
24	5.52	160.50
25	5.48	160.20
26	6.7	159.56
27	6.26	159.25
28	6.56	158.53
29	Wrecked on the Island of Ponapi, Carolines.	

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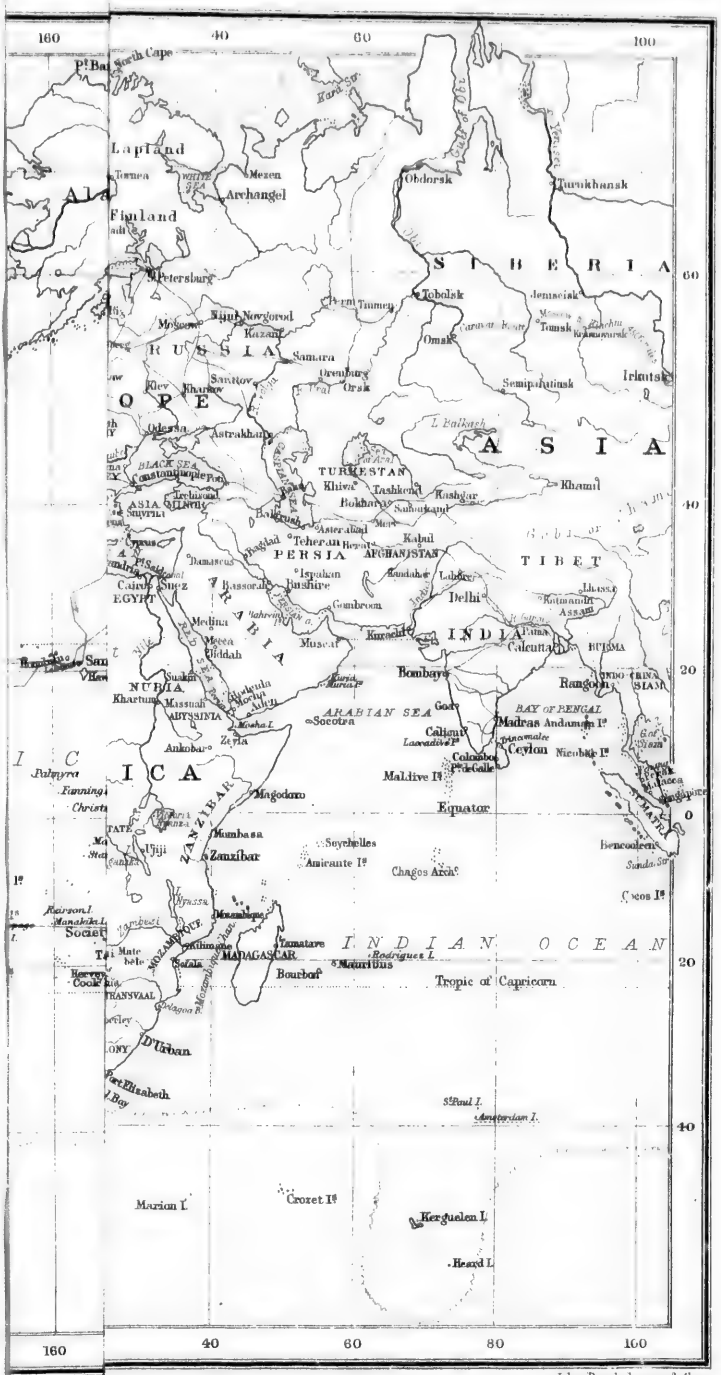

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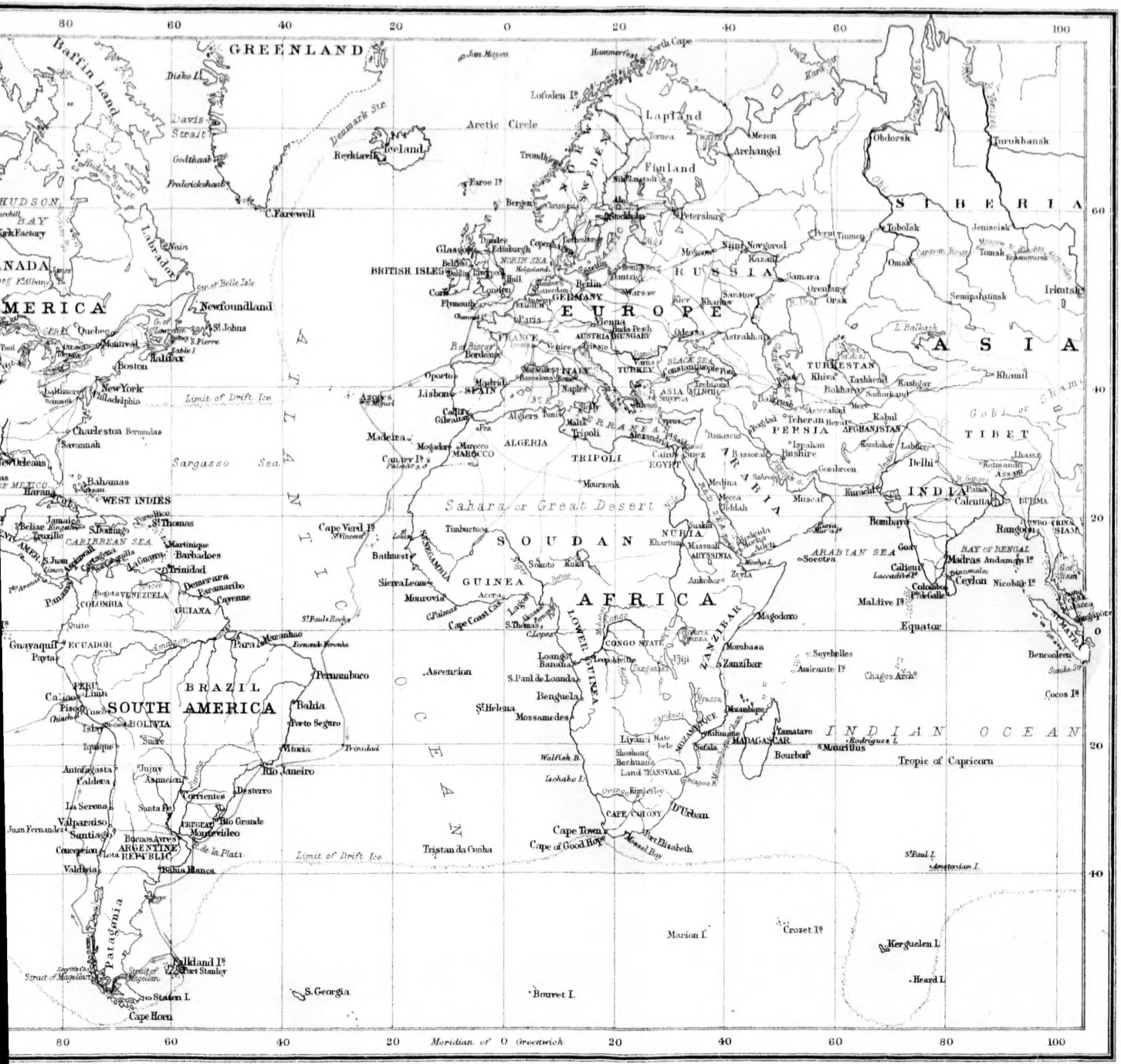
THE TRACK OF THE "NYANZA

The Edinburgh Geographical Institute

OF THE "NYANZA" R. N. Y. C.



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