with Kipling,” and so great enthusiasm was shown by the gentlemen friends of the Guild, that it only took ten short days to prepare an excellent programme of readings and recitations, and songs set to Kipling’s words. These were set off to great advantage by a happy thought of Miss Parke’s who with Mrs. Camp’s aid presented two excellent tableaux from the “Jungle Book.” The “Woman of Shamlegh” impersonated by Miss Kopke, and the “Tomb of His Ancestors,” a huge tiger in jungle, most ingeniously arranged. The greatest interest was caused by the Shadow Pictures,” which was the clever work of Mr. and Mrs. Harry Couzens. Two of them were copies of the illustrations from the “Just So” stories of “How the Elephant Got His Trunk,” and “How the Camel Got Its Humph,” while Mr. and Mrs. Couzens gave an original one for the “Legend of Evil,” illustrating how “Monkeys Walked Together,” “Holding Each Other’s Tails.” Then there was also “Mogli, Walking with the Wolves,” from the Jungle Book. Mrs. P. M. Humphris in her own charming way recited “A Code of Morals,” and Dr. Humphris recited “Paget, M. P.,” and “Pink Dominoes,” leaving the audience wanting “More.” Mr. George C. Potter gave two delightful readings, one of which was “His Wedded Wife.” Mr. D. W. Anderson opened the musical part by singing with much spirit “Gunga Din,” with “Fuzzy Wuzzy” as an encore, and Mrs. Faraday’s rich voice was heard in Canada’s song to England—“My Lady of the Snows.” “On the Road to Mandalay” was delightfully sung by Mr. Walter Dillingham, Mr. Isaac Dillingham, Mr. Charles A. Elston and Mr. Kimble, Mr. Kimble taking the solo part. Mr. Hugo Herzer with much dramatic effect sang “Danny Deever” which is a rousing song, and the whole was brought to a close by Mr. Isaac Dillingham singing “The Recessional,” in a most feeling way. Mr. G. E. Davies was the “string that kept the pearls together,” and it was owing to his happy and humourous remarks, that the whole affair passed off so smoothly and successfully. It was the clever arrangement of the electric light that showed off to such advantage the fine portrait of Kipling, which Mrs. Couzens had painted for the occasion. It was with great pride that Mrs. Tenney, Mrs. Walbridge and Miss Schaefer decorated, and arranged the Sunday School rooms, with the electric lights and freedom from the school desks, the old rooms were made most attractive, and showed the need of rooms for such meetings.

We, with the many who know and esteem Major Hooper, the kindly host of the Occidental Hotel, San Francisco, are grieved to hear of that gentleman’s continued illness. He was unable to attend the great missionary meeting summoned by Bishop Nichols, in which he is greatly interested. We hope soon to hear of the Major’s recovery.

Mr. Adam Petrie, one of our best known and respected citizens died at his residence after many weeks of painful illness caused years ago by an accident to his foot. Though he suffered excruciatingly, he bore the pain heroically, and met the end with fortitude. His sufferings were soothed by the loving attention of his brethren of the Order of Odd Fellows by whom he was greatly beloved. They took charge of his remains and followed them to their last resting place in the plot of Nuuanu Cemetery, belonging to Harmony Lodge. This Lodge kindly lent their Hall for the funeral ceremonies. Canon Mackintosh performed the Burial Service of the Church, which was followed by the farewell service of the Order. The gathering of brethren and friends was very large and the flowers were many and beautiful. The choir of the Order of Rebecca sang the hymn “Jesus Lover of my Soul,” and at the grave, “Nearer My God to Thee.”

The infant son of Mr. and Mrs. Maximilian Schlemmer was baptized by Canon Mackintosh on May 27, and received the name of Eric Layson. The little fellow is the first boy born on Laysan Island, the most distant of the Hawaiian group.

The Standing Committee of this Missionary Jurisdiction held a meeting in the Vestry on May 28.

The news has reached us of the death of Mrs. Simeon, the mother of Miss Alfred Willis, and of Mr. Harold Churchill, once a teacher at Iolani College.

In a November issue of the Guardian which by chance was unopened until recently, we found an obituary of the Rev. Robert Dunn, who for upwards of two years, 1874-6, was a missionary priest in Honolulu. This makes the sixth death amongst the clergy who have worked in the islands since the beginning of the Mission. Bishop Staley, Archdeacon Mason, Rev. W. Scott, Rev. C. Searle, Rev. Abel Clark, deacon.

WHITSUN DAY.

For the first time in a long recollection Whitsun Day was a wet day, yet the congregations were pretty large, and the services hearty. At the early celebration there was a goody number of communicants. The Hawaiian congregation turned out in force at 9:45, and at 11 o’clock, Matins was fully choral, the musical portion of which was rendered with much spirit, showing most careful training and attention. In the celebration of Holy Communion which followed, the music was mostly new and very effective. The hymn sung after the consecration was especially good. Evensong was fairly attended notwithstanding the continued rain.

At a special meeting of the Vestry, May 20,
THE MOANA HOTEL.

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The Rev. A. Bard......................... Principal

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Laysan King’s Kin Recount Family Tales

By CHRIS KISSEL

A reunion with her nine brothers and sisters brought back some childhood memories of a very adventurous family for a former Honolulu woman who returned to her island home after 27 years.

Mrs. John James of San Francisco and her husband arrived March 21 on the Leliani with their friends, Captain and Mrs. Elbert Davis of Vancouver, Washington, where the captain is a river pilot on the Columbia River.

Mrs. James, the former Eva Schlemmer, is the daughter of the late Max Schlemmer, known at the turn of the century as the “King of Laysan.” The four have been guests of various members of the Schlemmer family who make their home here.

Max and Therese returned to Honolulu, where he was to represent a Honolulu firm which imported guano, a phosphate to enrich the soil. He was appointed manager of the Guano Industry in the early 1900’s, which took him and his wife to Laysan in 1892. Eva’s father then took a trip to Kauai and married a daughter of the late Mr. and Mrs. August Bomke, who also had migrated from Germany, where he “grew up.”

He loved the rolling seas and joined a whaling crew several years later and arrived in Honolulu in 1899. Eva’s father called him the “King of Laysan,” for he governed the island, was their counselor, doctor, minister and friend.

“King of Laysan” was a good philosopher when faced with difficulties.”

“I was rescued by two Japanese crew members and there were no casualties. But the vessel was a total loss and on board were food and supplies for three months. After the excitement was over, the children joined their father daily walking around the island searching for supplies which drifted to shore. “It was like a treasure hunt,” Eric Schlemmer, an older brother recalled, who knows every inch of the island. In fact, he conducted a recent scientific trip there when a group of scientists came here from Washington, D.C.

IT WAS ONLY NATURAL to look through the family album and talk over early family experiences at the gathering, for Mrs. Bredehoft is writing an autobiography on her father entitled “King of Laysan.” When not writing, she has a busy schedule as school counselor to 1,550 Navy personnel’s children at the Pearl Harbor Elementary School.

Members of the family living in Honolulu are Mrs. Frank J. Unger, Mrs. Henry Froehlich, Mrs. Albert Brown, Mrs. Donald Howell, Mrs. Bredehoft and brothers, Eric, Pinkham and Norman. Another brother, Edward, lives in Kailua.

Mr. and Mrs. James got together Friday night with members of the family, their husbands and wives for an aloha dinner in the Chiefs’ Club at Pearl Harbor. Also honored were Captain and Mrs. Davis.
Looking at the albatross, or gooney birds, which their father, Max Schlemmer, sent from Laysan to the Bishop’s Museum are members of the Schlemmer family. They are (left to right) Mrs. William Bredehoft, Pinkham Schlemmer, Mrs. Albert Brown, Eric Schlemmer and their sister, Mrs. John James and her husband, who are visiting here from San Francisco. Several members of this family pioneered on the Island of Laysan with their parents in the early 1900s.
2 March - 1300. Mr. Alfred D. Trempe came on as a guest of the officer in charge for the period of this patrol.
1425. Unmoored from pier #6, and stood out from Honolulu for special patrol duty in vicinity of Nihoa, Necker, French Frigate Shoals and Laysan Islands.

3 March - 1350. Reduced speed approaching Nihoa Island.
1400. Stopped and anchored ...1/4 mile south of Nihoa Island.
1414. Surfboat left ship with officer in charge, Mr. Alfred D. Trempe, and four men to inspect the bird life in Nihoa Island.
1720. Surfboat returned and hoisted and secured.

4 March - 0810. Arrived [at Necker] and anchored 1/2 mile south of Necker Island ...
0820. A.D. Trempe and four enlisted men left ship in ship's boat to investigate bird life in Necker Island.
1000. Shore party returned to ship.
1910. Arrived and anchored 3/4 miles south of La Perouse Island....

5 March - 0650. Weighed anchor and shifted anchorage
0735. Anchored off East Island ...
0810. Shore-party consisting of officer in charge and Mr. A. D. Trempe and four of the ship's crew left in ship's boat to investigate bird life in the island.
1000. Shore party returned.

6 March - 0645. Weighed anchor ...

7 March - 1245. Reduced speed, approaching anchorage at Laysan Island.
1310. Stopped and anchored 1/2 mile nest of Laysan Island.
1320. Surf boat left ship for shore with officer in charge and six enlisted men.
1730. Surf boat returned [with 7 men]...

8 March - 0815. Officer in charge and Mr. H. D. Trempe and nine men went shore in ship's boat to investigate bird life in Laysan Island.
1155. Shore-party returned to ship ...
1212. Anchor aweigh.
The Japanese who were captured during the morning attack on the island were taken back to the Tyro Maru. They had been in a very uncomfortable condition when the ship left and as it was now beginning to snow they were experiencing the unfortunate effects of being in the cold. Several people on the island entertained grave fears that they had been murdered.

The Tyro Maru was in a condition when the Thetis arrived. It had only 600 pounds of coal and 400 pounds of coal to burn. The vessels were at liberty to land their men and everything was done to help the Japanese. The Japanese had been on the island for some time and they were very much prepared for their arrival. They had already been planning to load the ships with provisions for their return to Japan.

It seems that the men on the island have been receiving assistance from the ambassador in Tokyo. He has been sending food and supplies to the men, who are now in a desperate situation. The Japanese are to be able to leave the island in the next few days. The Tyro Maru is expected to arrive soon, and the Japanese are to be able to leave the island in the next few days.

THE WARMEST DAY

The weather office reports that the highest temperature of the day was 80 degrees above zero, which is the highest temperature that has been recorded.

General Fulton, Assistant Secretary of the American Shipping Company, has taken a cablegram stating that the ships are now leaving the harbor.

The Japanese are to be able to leave the island in the next few days. The Tyro Maru is expected to arrive soon, and the Japanese are to be able to leave the island in the next few days.
The revenue cutter Thetis arrived this morning after her cruise to Midway, Laylan, and Liaisansky. She was docked in the stream at about 7 o'clock. The Thetis expended 3,000 miles in her entire voyage. At the westward of Bird Island she met with continuous rain squalls but no storms were encountered. The Thetis did not visit French Friest Ice Shoal as it had been expected that she might encounter a collision with her name of Captain Welzhoft and his expedition.

The most noteworthy fact of the Thetis' cruise was that she brought back from Liaisansky island seventy-seven Japanese bird catchers, who were close to the fourteenth or the failure of their vessel to return to fetch them. The Japanese will be put ashore in the port and will be sent back here to Liaisansky.

The Thetis left Honolulu June 8. She arrived at Laylan island on June 12, and left there June 14. She had been delayed in Laylan delivering mail. Everything was reported to be in good shape at Laylan. The schooner took on board a large loading ofmen, and was then made ready to proceed in the shape of the revenue cutter.

On June 16, the Thetis left Laylan for Japanese bird catchers, who were close to the fourteen o'clock in the vessel to return to fetch them. The Thetis arrived at Midway Island on June 17. She remained there all through the day discharging stores for the Commercial Company. The Thetis left Midway, where the Japanese catchers were last seen, on June 18. She arrived at Liaisansky island on June 19, and was discharged to the Japanese Consulate at Liaisansky.

The Thetis left Liaisansky island on June 20. The Thetis left Liaisansky island on June 20, and was discharged to the Japanese Consulate at Liaisansky.

The Thetis left Liaisansky Island on June 20, 1897, and was discharged to the Japanese Consulate at Liaisansky.
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**LISTANSKY MEN WILL STAY IN HAWAII**

The Japanese bird-catchers whom
the revenue cutter Thaddeus brought back
from Lhasa island yesterday,
will probably remain in Hawaii. At
least they will be given an opportunity
of re-remaining if they choose to do so.

Yesterday Collector of the Port of
Stockdale sent a cablegram to the
Treasury Department in Washington
asking for instructions regarding the
manner of disposing of the newcomers.

Collector Stackable stated this morning
a message that he has not known of any
reason why the Japanese in question
should not be able to qualify for admission
in the United States.

Collector Stackable stated this
morning that he did not know of any
reason why the Japanese in question
should not be able to qualify for admission
in the United States.

Bathing Suits.

Women and girls who know
advantage of having a bath
suit to fit and one that is
usually fine at all sorts.

They are tastily designed
in fast colors.

Colors are navy blue, black,
with stripes of white and red.

Bathing caps and shoes.

Pretty Rugs.

Our new assortment choice
the window is very attractive
will wear well; boys of all
are quite inexpensive.

Anatmeal Rugs in hand-knit
signs.

Simmons reversible rugs in
a variety.

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**LORD TALBOT CLIFTON**

---

**He Cured Hims**

Of Bright Dye.

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**Tibetan Expedition Is Sore Pressed**

London, England, June 11.—The
British expedition to Tibet is in
desperate straits and is threatened with
abandonment. It is charged by the
Gazette that 20,000 Tibetans, who only
bombarded the 1,500 troops under
General Macquarie and Colonel Young
in the north.

The reinforcements from India are
being rushed to the relief of the
British as rapidly as possible, and it is
hoped they will arrive in time.

How great the necessity for these
reinforcements is shown by a desperate
order from the British camp at Peking,
the roads to Lhasa, which was made on Sunday.

The troops, with great haste,
were orders to take the town and
barracks only after regular
charges by the British troops,
using many field guns.

The final advance on Lhasa
was made on June 6th.

The outcome of this is awaited with
banged hope and fear. The distance
from Peking to Lhasa, the sacred
place, is about one hun-

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rooms. If you don't find the ARTISTE MOUNTS of all kinds
Hyuns - visited Hayson July 16th (1890?) - What were circumstances of visit, ship, etc.

Hawaiian Mission Society has original manuscript version of
public part not publicly freed.
In Bid had - hyuns was on the Kaalokai, July 11, 1890 - when
he began his log - Commander supported by two mates & 4 ab. seamen
a chinese cook & a chinese mechanic

Soon after the return of hyuns a party was established at
Hayson to gather quano for commerce - Hm. C. N. Wilcox
it is said has a leading interest in the undertaking.
Life on Laysan

My husband dropped an idea into the post-supper calm about ten months ago that was a real stunner. He's always getting ideas, and many of them remain just that, but this one showed the results of both luck and determination. It concerned a journey and adventure that didn't include me except as I could check supply lists and be a sounding board for enthusiasms.

About ten days after the momentous announcement, our seven-year-old Michele and I watched the man in our lives sail out through Kewalo Basin off Honolulu on a blue sampan into a world where women don't exist and aren't even missed.

The crew of the seventy-five foot Koyo Maru, skipper Dick Shiroma and seven island boys, were tolerant and most kind to the two who sailed as passengers. My husband Al had not had much trouble persuading Al Labrecque, another nature enthusiast, to accompany him, and the magic word he used as persuasion was "Laysan."

Laysan is an island about 850 miles from Honolulu, one of the stepping stones that a mythical giant would use if he were to walk northwest from Kauai to Midway. It has achieved fame among ornithologists as a bird island because of the vast and varied feathered population it houses on its tiny area. To my bird-photographer husband, Laysan had always been a mecca beyond his dreams. Then while he was snooping around Kewalo Basin one day to see if he could hitch a ride at least as far as French Frigate Shoal, Dick Shiroma offered to take him to Laysan and drop him off while the Koyo Maru fished the waters in that area.

So it was that the two Als, after obtaining permission from the Division of Fish and Game, set off on the blue Pacific to live for almost a week with a multitude of their feathered friends. What they told us upon their return is a story of a part of our Hawaiian world that few men see, but most men dream of at least once in a lifetime—the desert isle in all its unbroken isolation.

Laysan is a small island, and unlike many in the chain of Leeward Islands, almost flat. It is a ring of white sand around a "lake" of brackish water. The vegetation up from the beach is profuse and includes morning glories, beach naupaka, and edible pickle weed. It has one tree and a small lagoon for swimming (if one can isolate the mind from the picture of vertical fins gliding about not too far from shore). But the attraction of this little island is not the flora, or the changing blues of the water around it, or the unobstructed view of sky and sea, but the bird life.

For here, day after day, are carried on the multitudinous activities of some of the most interesting sea birds in the world. It was the men's privilege to watch and photograph creatures who had little fear of them, and seemed only occasionally annoyed at having this new species of long-legged gooney invade their privacy.

The living was primitive but adequate, and days were spent tramping through the sand, putting up with food and checking on the wildlife.

Around the lake the colony of Laysan Albatrosses made their homes. This is the gooney bird which has caused so much consternation to the military on Midway. These really handsome birds were in the process of rearing myriads of unattractive adolescents with patchy feathers, rasping voices, and uncouth manners.

The Frigates sat watchfully on clumps of naupaka ready to spread their huge black wings and soar into the sky, the pirates of the sea. And in contrast, down near the protecting rock jetties sat the queenly Red-tailed Tropic Birds, creatures of such fearless gentleness that the joy of holding their silken white bodies and stroking the glistening, almost translucent feathers was a dual reality. These birds are exotic beauties with large black...
The parade goes on—the mourning birds, the Wedge-billed Shearwaters, who keep the island alive with their moaning at night but keep to their burrows by day, the Laysan Teal, one of the rarest ducks in the world—a gentle little fellow who has learned to walk in a dignified manner as though he knew he was the object of interest to ornithologists the world over; and the Masked Booby, a real prize winner at any masquerade and a big man on the campus at Laysan. The lovely terns are ubiquitous. They graceful flight is always a wonderful thing to watch. And the tiny Laysan Finch, a little displaced person who made good in the middle of the Pacific, gives the island visitor a feeling of closeness with the world he left behind.

And so they and many other species live, filling the air with their incessant shrieking and activity—sounds that the men reported as not jarring at all, but perfectly in tune with the mood of the place. Humans do not act out all the dramas in the world. On Laysan one sees the constant tragedy of death and struggle, the comedy of family squabbles and real estate brawls, the grandeur of beauty and the promise of continuing life.

Even a diehard bird fancier like my husband was drawn to the representative of another form of life on the island. The small Hawaiian seals were the beach boys who kept the tourist pair amused. These chunky little fellows with their scrubby mustaches and sad eyes were just plain good company. In fact, Al Labrecque, who slept on the beach, frequently woke up to find one of them dozing just an arm’s length away.

For recreation (as though the whole affair wasn’t relaxing enough) the Laysan visitors swam in the lagoon and tried their hand at spear fishing. The clear turquoise water was the home of such beauty that snorkeling at the incredible blue sea was Hawaii, the Paradise of countless travel posters, a complex world of beauty and business, romance, and routes. There was home and it was good to think of getting back. So home it would be—square meals and timely attentions, hot showers and smooth sheets—but always in a private corner of the mind.

Note: A note of real tragedy must be added to this tale. Skipper Johnson was lost to the first writer on his last round trip to the fishing grounds around Laysan Island. On the next voyage of the Koko Ahu, this gallant gentleman, a knowledgeable skipper, waterman and a man who was never really at home away from his shop, was lost at sea.
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New Mid Rec

Gardner Selund T. H.
Q H78/HI-10 (57461) Stockton 4555 Olsen Ludewig 4-27-27
H-13/QH73-61 (209472) Salawati Ptch 55 Bakker-Zwama
4-22-32 Hmp Obsd rocket Wlhy extremly

Q H78/HI-7 (306520) Frasers, Gardner 3-5-37, 3-6
my Req info covering Gardner in the Hawaiian Group
Q H78/HI-7 (114843) USS Ramapo 1-19-29, 3-7 Sub
Q H78/HI-17 (274856) USS New Liner 6-4-35 Hmp
AIO-1 (Cht VR207) (981027) CC Consolidated Vultee
Aircraft Corp 9-20-44 -- 9-23 Jan (Ls) the
position on VR-207 of GP + Merid in error.
On the 3d of November, in 24° 4' north latitude, and 165° west longitude, we were surrounded with boobies, man of war birds, and tern, which generally keep near the land. We accordingly stood on with more caution, shortening sail during the night; and on the 4th, in the evening, we came in sight of an island, at the distance of four or five leagues to the westward. It appeared of no considerable magnitude, but we flattered ourselves that it might not be single.

I made signal to haul the wind, and stand off and on all night, waiting the dawn of day with the utmost impatience, to complete our discovery. At five in the morning of the 5th we were only three leagues from the coast, and I stood before the wind to reconnoitre it. I hailed the Astrolabe to make sail ahead, and prepare to anchor, if the coast should afford an anchorage, or a creek in which it might be possible to land.

This very small island is little more than a rock of about five hundred toises in length, and sixty in elevation at the most. It does not exhibit a single tree, but there is a great deal of grass near the summit. The naked rock is covered with the dung of birds, and its white appearance affords a contrast to various red spots, upon which the grass has not sprung up. I approached within the distance of a third of a league. The banks were perpendicular, like a wall, and the sea broke so violently against them, that it was impossible to land. As we sailed almost entirely around it, the plan of this island, as well as the different views, are perfectly accurate. Its latitude and longitude, as determined by Mr. Dagelet, are 23° 34' north, and 166° 52' west of Paris. I called it Isle Necker. Though its sterility may render it of little value, its precise position must be an object of considerable importance to navigators, to whom it might otherwise be fatal. (Charts and Plates No.39.) I had passed very near the southern part of the island without sounding, as I was unwilling to stop the ship's way. Breakers appeared on every part of the coast, except at the southeast point, where there was a small ledge of rocks, extending about two cables length toward the sea. I was desirous, before I continued my course, to ascertain whether ground was to be had. I accordingly sounded, as did also the Astrolabe, which was nearly a league to leeward, and we both found only twenty-five fathoms, with a bottom of broken shells, a depth much more shallow than we had expected. It appeared evident to me that Necker island is nearly the summit, or in some respect the nucleus of a much more considerable island, which the sea has undermined by degrees, probably from its being composed of a tender or soluble substance; the rock, however, which is at present visible, is extremely hard, and will for many ages resist the action of time, and the efforts of the sea. As it was of much importance to ascertain the extent of this bank, we continued to sound on board the two frigates, directing our course to the west. The depth gradually increased with our distance from the shore; and at about ten miles in the offing we had no ground with a line of a hundred and fifty fathoms. Through the whole space of these ten miles the bottom consisted of coral and broken shells.

During the whole of this day we had men continually on the watch from the mast-head. The weather was squally, with rain; but it cleared up occasionally for short intervals, and we could then see the horizon for ten or twelve leagues round. At sunset, in particular, the weather was beautifully fine, and the sea clear in every direction; but we saw nothing but birds, whose number did not diminish, and which were in flights of several hundreds, moving in cross directions, which rendered it impracticable to draw any satisfactory conclusions relative to the point of the horizon, to which they might be directing their course.

The sky was so clear at the close of day, and the moon, which was near the full, so brilliant, that I thought we might venture to continue our voyage. I had, in fact, perceived by it's light in the evening Necker island, at four or.
five leagues distance. Nevertheless I had ordered all the studding sails to be taken in, and the rate of the two frigates to be reduced to three or four knots an hour. The wind was from the east, and our course to the west. Since our departure from Holstein we had never experienced a finer night, or a more pleasant sea; but this tranquillity of the water was among the circumstances which had nearly proved fatal to us. Towards half past one in the morning we saw breakers at the distance of two cables length ahead of my ship. From the smoothness of the sea they made scarcely any noise, and some foam only, at distant intervals, was perceptible. The Astrolabe was a little farther off; but she saw them at the same instant with myself. Both vessels immediately hauled on the larboard, and stood with their head south-south-east; and as they made way during the manœuvres, our nearest distance from the breakers could not, I conceive, be more than a cable's length. I sounded, and we had nine fathoms, rocky bottom; soon afterwards ten and twelve fathoms, and in a quarter of an hour no ground, with sixty fathoms. We had thus escaped the most imminent danger to which navigators could be exposed; and it was but justice to my people to observe, that there never appeared less disorder and confusion in such circumstances. The least negligence in the execution of the requisite manoeuvres to carry us from the breakers would infallibly have produced our destruction. For nearly an hour we persevered the continuation of the breakers; but they trended to the westward, and in three hours we had lost sight of them. I continued, however, standing to the south-south-east till day-break. The weather was still fine and clear, and no breakers were visible, though we had made only five leagues from the time of changing our course. I am persuaded, if we had not afterwards examined this sunker rock with particular attention, considerable doubts would have remained respecting its existence. But it was not sufficient to possess certainty upon the subject, and to have escaped from danger ourselves; I was also desirous that future navigators should not be exposed to it; and accordingly, at day-break, I gave orders to put about ship, and stand back again. At eight in the morning it was again in sight, bearing north-north-west. I made sail to come up with it, and we soon perceived a small island, or cleft rock, fifty toises at most in diameter, and about twenty or twenty-five in height. It was situated at the northwest extremity of this reef, of which the southeast point, where we had so nearly been lost, extended to that point of the compass for more than four leagues. Between the island and the breakers to the southeast, we saw three sand-banks, rising not more than four feet above the sea. They were separated from each other by a greenish water, which did not appear to be a fathom in depth. Some rocks at the surface, upon which the sea broke with violence, surrounded this shoal, as a circle of diamonds surrounds a medallion, and defended it from the fury of the sea. We sailed along the east, the south, and the western parts of it, at less than a league distance. No uncertainty remained but with regard to the northern part, of which we could only obtain a bird's eye view from the mast-head. It is possible, therefore, that it may be much more extensive than we have supposed; but its length from southeast to northwest, or from the extremity of the breakers, near which we were in such imminent danger, to the islet, is four leagues. The geographical position of this islet, estimated from the only visible part, was fixed by Mr. Bagelet in 23° 45' of north latitude, and 168° 10' of west longitude, and it was distant twenty-three leagues west-north-west from Hecker island. It must not be forgotten, that the eastern point is four leagues nearer. I named it Basse des Frégates Françaises, shoal of the French Frigates, because it had nearly proved the final termination of our voyage.

Having determined the geographical position of this shoal with all the accuracy in our power, I direc ted my course west-south-west. I had remarked, that all the clouds appeared to collect themselves in this direction; and I flattered myself that I was on the point of making some land of great importance. A heavy swell, which came from the west-north-west, led me to presume that there was no island to the northward, and I had some difficulty in persuading myself, that Hecker island and the shoal of the French frigates did not precede an archipelago, perhaps inhabited, or at least habitable; but my conjectures were not realised; the birds soon disappeared, and we lost every hope of any immediate discovery.
3 May
710 underway to Brooks Shoal
1250-537 planted buoy #2 and 3
2059 anchored in 13 ft water

4 May
1025 motorsailer 8 off and 2 men
returned 1500 on liberty party

5 May
0715 underway
0831 6 went to build signals
1758 anchored 14 ft.
1817 signal building party returned

6 May
0600 underway
1851 anchor close to Buoy #1, Brooks Shoals

7 May
0629 underway
1900 anchored 22-1/2 fct. Brooks Shoals

8 May
0620 underway (around Brooks Shoal)
1804 anchored 22-1/2 fct.

9 May
0840 underway
1140-1550 planted Buoy #4 and 5

sounding at Brooks Shoal

14 May
1413 underway for Honolulu

17 May
1159 moored Pier 16, Honolulu
For Roger
USC&GS Steamer **Pioneer**  
O. W. Swainson, Com. Of.

28 April 1930  
1010 underway from Pearl Harbor

1 May 1930  
0808 sighted La Perouse Pinnacle  
1013 anchored 14 ft. 2 miles east of La Perouse

2 May  
0712 underway left off motor whaler  
1415 planted buoy #1 in 20 ft water at east end of Brooks shoal  
1925 anchored

3 May  
710 underway to Brooks Shoal  
1250-537 planted buoy #2 and 3  
2059 anchored

4 May  
1025 motorsailer 8 off and 2 men  
returned 1500 on liberty party

5 May  
0715 underway  
0831 6 went to build signals  
1758 anchored 14 fct.  
1817 signal building party returned

6 May  
0600 underway  
1851 anchor close to Buoy #1, Brooks Shoals

7 May  
0629 underway  
1900 anchored 22-1/2 fct. Brooks Shoals

8 May  
0620 underway (around Brooks Shoal)  
1804 anchored 22-1/2 fct.

9 May  
0840 underway  
1140-1550 planted Buoy #4 and 5  
sounding at Brooks Shoal

14 May  
1413 underway for Honolulu

17 May  
1159 moored Pier 16, Honolulu
23 May 1930
0822 underway for Honolulu

26 May
2126 anchored at Brooks Shoal
sounded around Brooks Shoal

7 June
1031 underway, picked up 10 buoys for Raita Bank

8 June
1351 dropped #11 buoy
1416 anchored 16 fct.

10 June
0545 underway

14 June
1040 moored Honolulu.

24 June
0940 underway from Pearl Harbor to determine location of new
buoys to be planted on Raita Bank

28 June
1024 arrived Raita Bank

11 July
0900 underway for Moro Reef
2018 anchored Moro Reef

14 July
1727 underway for Pearl Harbor

18 July
1648 moored Pearl Harbor

28 July
1410 underway for Laysan, Dr. Garritt Wilder aboard as passenger

2 August
0611 sighted Laysan Island
0752 anchored Laysan Island 13 fct., 1 mile west of Island
0813 lowered Stbd. Motor sailor
0855 SMS towing whaleboat with Mr. Heaton, Mr. Ellerbe, Dr. Wilder;
Cook and Radio Operator, with camping equipment and longitude
instruments ashore. Mr. Gilmore and party to build signals.
2 August 1930 continued
1010 SMS returned
1110 SMS off - Mr. Green and party
1240 SMS returned
1400 captain and party off in SMS
1820 SMS back
1907 SMS off
7:52 SMS back

3 August
0850 anchor up - underway locating limits of shoal around Laysan
so as to plant buoys
1700 anchor

4 August
same

5 August
0759 SMS officer Mr. Bernstein and party (3 men) to change pipe
on tide gauge and erect signals. Mr. Wagner and party (3 men)
to do topography

6-17 August
same

18 August
1607-1757 Motor sailor and whaleboat bringing camp gear, etc.,
from beach
1820 underway for Honolulu

23 August
0645 moored at Honolulu, Pier #5
Dr. Garritt Wilder left ship

9 September 1930
0905 underway for Laysan

14 September
1303 off Laysan
1619 anchored Laysan 10-1/2 fms water

15 September
0735 shore and launch party of 3 officers and 9 men with equipment
for constructing tide shelf.
ship sounded around island during day.

17 September
1632 underway for Honolulu - DR Kruger, Surgeon, running temperature
and threatened with appendicitis.

21 September
0755 secure Honolulu Pier 15
Kruger sent to hospital at 9 AM
30 September 1930
  1013 underway from Honolulu

5 October
  2016 anchored (Moro Reef)

6 October
  Dowsett Reef surveyed

7 October
  Moro Reef surveyed

24 October
  1812 underway for Honolulu

29 October
  1050 moored Pier #8

11 August 1931
  1630 underway from Honolulu

12 August
  1325 deloused crew's quarters
  1635 sighted Nihoa
  1714 passed Nihoa 3.3 miles

13 August
  0920 Necked 3.62 miles to port

15 August
  1730 sighted Laysan

16 August
  0650 sighted Lisianski
  0809 anchored Lisianski 12-1/2 fms
  0850 motor sailor and whaleboat shoved off with Mr. Heaton, Mr. Elerbe and 14 men to land on Lisianski
  1215 all return
  1400 motor sailor Heaton, Wagner, Elerbe and 19 men off to set up camp on island
  1621 MS with Wagner and 15 men return (Heaton, Elerbe, and 2 men ashore to do longitude observations; chow for 5 days)

17 August
  0840 Mr. Gibbins, Wagner and 10 men to build Signals and observe angles on Lisianski
  0841 underway to plant buoys
  1713 anchored 11 fm, 3 miles west of island. "shore party observed from two stations only. built two signals - Heavy rain in afternoon"
18 August 1931
Astronomical (and hydro) work on Lisianski prevented by weather

19 August
provisions and water for 1 week sent to shore party

21-22 August
weather again hampered work

27 August
1745 Mr. Heaton Ellerbe, and 2 men from astronomical party returned to ship. All instruments from astronomical party returned

28 August
inshore hydrography

29 August
1821 underway for Honolulu

30 August
0811 sighted Laysan

3 September
2050 moored Honolulu

15 September
1450 underway

22 September
0815 sighted Lisianski
planted buoys during day

22 September – 10 October
worked buoys and made soundings

10 October
1830 underway for Honolulu

13 October
1600 sighted La Perouse Pinnacle

15 October
1441 anchored Port Allen Kauai

16 October
0717 moored Pier #6, Honolulu Harbor

3 November
1405 underway from Honolulu
Lt. W. L. Rees, USN aboard as passenger
4 November 1931
1530 sighted La Perouse Pinnacle
1651 passed La Perouse Pinnacle, 1 mile to Port
1801 anchored in 15 fms 3/4 miles NSE Islet

5 November
sounding

6 November
0856 motor sailer with skiff in tow off to obtain deck sand
1125 returned with 5 sacks of sand

7 November
0610 underway

8 November
1945 anchored 21 fms. about 14 miles west of Gardner Pinnacle for
minor engine repairs
2117 anchor up

9-10 November
1337 Gardner Pinnacle beam 132°T

12 November
off Raita Bank

15 November
northwest of Moro Reef

16 November northeast of Gardner Pinnacle

17 November north of Gardner Pinnacle

18 November
1949 Nihoa sighted
2100 Nihoa 4.5 miles on starboard beam

20 November
moored Pier 16, Honolulu Harbor

21 November
W. L. Rees left ship
Page 50/21, 29–30 My 36 Byron

49/20, 31 Sept 37 Layton out by country headquarters

26/26 Oct 723 Hudson Club house of social

70/14–5 Sept 38 Stone

Mid-P. 41:49-56 1831 The USS Whipplebest agent to be

P&H. Los Angeles

Whitney P.S. Galtzoff

FFS 58/16 Dec 46 Photo of airstrip

Nikhef 49/6 Oct 37 The "Nikhef affair"

Aloha 4/10/42 The mysterious island of Nikhef Dr. E. Choy

P&HP 36/22-23 July 73 The Nikhef island Nikhef & Nikhe

For renewal mysteries of Bc. lifi 2000 yrs ago.

61/17, May 40 Photo.

Nikhef - Sur Nikhef

P.P. 61/76-7 Nov 57 Nikhef ancient relics of mystery

H.I. Rimwater's letter
My husband dropped an idea into the post-supper calm about ten months ago that was a real stunner. He’s always getting ideas, and many of them remain just that, but this one showed the results of both luck and determination. It concerned a journey and adventure that didn’t include me except as I could check supply lists and be a sounding board for enthusiasms.

About ten days after the momentous announcement, our seven-year-old Michele and I watched the man in our lives sail out through Kewalo Basin off Honolulu on a blue sampan into a world where women don’t exist and aren’t even missed.

The crew of the seventy-five foot Koyo Maru, skipper Dick Shiroma and seven island boys, were tolerant and most kind to the two who sailed as passengers. My husband Al had not had much trouble persuading Al Labrecque, another nature enthusiast, to accompany him, and the magic word he used as persuasion was “Laysan.”

Laysan is an island about 850 miles from Honolulu, one of the stepping stones that a mythical giant would use if he were to walk northwest from Kauai to Midway. It has achieved fame among ornithologists as a bird island because of the vast and varied feathered population it houses on its tiny area. To my bird-photographer husband, Laysan had always been a mecca beyond his dreams. Then while he was snooping around Kewalo Basin one day to see if he could hitch a ride at least as far as French Frigate Shoal, Dick Shiroma offered to take him to Laysan and drop him off while the Koyo Maru fished the waters in that area.

So it was that the two Al’s, after obtaining permission from the Division of Fish and Game, set off on the blue Pacific to live for almost a week with a multitude of their feathered friends. What they told us upon their return is a story of a part of our Hawaiian world that few may see, but most men dream of at least once in a lifetime the desert isle in all its unbroken isolation.

Laysan is a small island, and unlike many in the chain of Leeward Islands, almost flat. It is a ring of white sand around a “lake” of brackish water. The vegetation from the beach is profuse and includes morning glory, beach naupaka, and edible pickle weed. It has one trend—a small lagoon for swimming (if one can isolate the mind from the picture of vertical fins gliding about too far from shore). But the attraction of this little island is not the flora, or the changing blues of the water around it, or the unobstructed view of sky and sea, but the bird life.

For here, for day after day, are carried on the multitudinous activities of some of the most interesting sea birds in the world. It was the men’s privilege to watch and photograph creatures who had little fear of them and seemed only occasionally annoyed at having this new species of long-legged gooney invade their privacy.

The living was primitive but adequate, and days were spent tramping through the sand, putting up with food and checking on the wildlife.

Around the lake the colony of Laysan Albatrosses made their homes. This is the gooney bird which caused so much consternation to the military on Midway. These really handsome birds were in the process of rearing myriads of unattractive adolescents with patchy feathers, rasping voices, and uncouth manners.

The Frigates sat watchfully on clumps of naupaka, ready to spread their huge black wings and soar into the sky, the pirates of the sea. And in contrast, down near the protecting rock jetties sat the queenly Red-tailed Tropic Birds, creatures of such fearless gentleness that the joy of holding their silken white bodies and stroking the glistening, almost translucent feathers was a daily reality. These birds are exotic beauties with large black...
eyes, striking scarlet beaks, and a single, slim red tail feather to match.

But if the Tropic Bird is a full-blown lovely, her island neighbor, the Fairy Tern, is the delight of the fancier with more delicate tastes. This is the small, pure-white acrobat who poises above your head, curious and friendly, and flies forward and backward with a rustle of wings that sounds for all the world like crinolines at a prom. These little birds watch you from the depths of unusually large black eyes.

The parade goes on—the mourning birds, the Wedge-tailed Shearwaters, who keep the island alive with their moaning at night but keep to their burrows by day; the Laysan Teal, one of the rarest ducks in the world—a gentle little fellow who has learned to walk in a dignified manner as though he knew he was the object of interest by ornithologists the world over; and the Masked Booby, a real prize-winner at any masquerade and a big man on the campus at Laysan. The lovely terns are ubiquitous. Their graceful flight is always a wonderful thing to watch.

And the tiny Laysan Finch, a little displaced person who made good in the middle of the Pacific, gives the island visitor a feeling of closeness with the world he left behind.

And so they and many other species live, filling the air with their incessant shrieking and activity—sounds that the men reported as not jarring at all, but perfectly in tune with the mood of the place. Humans do not act out all the dramas in the world. On Laysan one sees the constant tragedy of death and struggle, the comedy of family squabbles and real estate brawls, the grandeur of tell and the promise of continuing life.

Even a dichard bird fancier like my husband was drawn to the representative of another form of life on the island. The small Hawaiian seals were the beach boys who kept the tourist pair amused. These chunky little clowns with their scrubby mustaches and sad eyes were just plain good company. In fact, Al Labrecque, who kept on the beach, frequently woke up to find one of them dozing just an arm’s length away.

For recreation (as though the whole affair wasn’t relaxing enough) the Laysan visitors swam in the lagoon and tried their hand at spear fishing. The clear turquoise water was the home of such beauty that snorkeling at

Hanauma Bay has lost its charm for my husband, who listens to my raptures over it with patronizing smugness. And just beyond the reef, adding zest to the whole procedure and gleaming silver beneath the azure, were the tiger sharks restlessly in wait for the unwitting bird fledgling or the unwary fish.

Laysan has an interesting history. Ornithologists shudder at the terrible inroads made on the bird life there, first by the feather hunters in the day of plumed millinery, and later by the well-meaning, but tragic, idea of a fortune seeker. This gentleman conceived the idea of starting a rabbit canning industry on the island and imported a few of the creatures to start the venture. Rabbits, being what they are, soon increased into a hungry horde which gobbled up the vegetation and ate itself out of existence. But before the ill-fated experiment had run its course, three species of endemic birds, the Laysan Honeyeaters, Rails, and Miller birds, had become extinct, and many thousands of sea birds were buried alive by the drifting sands. However, the deprivations of the feather poachers were stopped by law and vigilance, and the far greater damage of the rabbit experiment has almost been erased by time.

All good things end, and at the time appointed the sampan arrived off-shore. Two dark-brown, bearded naturalists, for whom shoes and shirts were not standard equipment, saluted the dish-towel flag they had flown over the camp to symbolize their freedom from domestic servitude. They loaded their camera equipment, glass ball trophies, and uneaten beans into the dinghy and paid a last tribute to the birds, to whom their leaving, as their coming, made little difference.

Just a few hundred miles away as the tern flies over the incredibly blue sea was Hawaii, the Paradise of countless travel posters, a complex world of beauty and business, romance, and routine. There was home and it was good to think of getting back. So home it would be—square meals and wifely attentions, hot showers and smooth sheets—but always in a private corner of the mind the island of Laysan would remain, a place where a man can escape, a world of primitive perfection fraught with beauty, on the fringe of paradise.
December 1967 trip -


13 Dec. 1850 - arrive Hayes?

14 Dec. 2000 - arrive Hayes?

Mess - 12/00/30/Dec - targets & cargo ashore FFS - Krielder aboard.

Mss - en-route Hayes.

Mss - 10/1850/Dec - anchored FFS

June 1967 trip - USCGC Blackhawk - Hdr. B.C. Read

Aboard B

Op order: 1 June - Transport 4622 pallets Hcl & boat camp. to Canton.

To leave Hono about 30 May 1967 to return not later than 21 July.

Visits to be made to Howland, Baker, Canton, Enderbury, Jarvis, & American Samoa - ca. 15 days out. Fu American Samoa for R&R & to work Samoan aids to navigation.
<table>
<thead>
<tr>
<th>1967 Southern Trip</th>
<th>Actual Arrival</th>
<th>Arr.</th>
<th>Planned Schedule</th>
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<td>1600-0509</td>
<td>14 June</td>
<td>Honolulu</td>
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<tr>
<td>Arr. 1, 00-22.051</td>
<td>9 June</td>
<td>Jarvis</td>
<td>11 June</td>
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<td>22/1726 Z</td>
<td>22 June</td>
<td>Papa Pago</td>
<td>19 June</td>
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<tr>
<td>23/0010 Z</td>
<td>23 June</td>
<td>Enderbury</td>
<td>22 June</td>
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<tr>
<td>20/1730 Z</td>
<td>29 June</td>
<td>Canton</td>
<td>27 June</td>
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<tr>
<td>20/2345 Z</td>
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<tr>
<td>ETA 21/3200 Z</td>
<td>21 June</td>
<td>Howland</td>
<td>1 July</td>
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June-July 1967 trip

 approximate (pre-trip itinerary)

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<td>29</td>
<td>Payo Payo</td>
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<tr>
<td>30</td>
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<tr>
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<td>00:10 Z</td>
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<td>9</td>
<td>Canten</td>
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<td>17:25</td>
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<td>9</td>
<td>Endenburg</td>
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Actual itinerary -

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<td>22-2000</td>
<td>9 July</td>
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<td>13</td>
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</table>

Actions taken to maintain US. claim to S. I. are

file of useful information appended to each trip

a) authorization for visit (Operation order No.)

b) Date & time of arrival

c) Names of landing party members, including one officer

d) Date & time of departure

e) Remarks

f) Photograph of landing party taken beside distinguished leader:

1) Quite from Appendix IV to Annex Bravo - Special broadcast from Howland Island - Request received for a live voice radio conversation between a Coast Guard Office at the site of the Amelia Earhart Daybreak on Howland Island and a member of the "Ninety-Nines Inc." in Washington, D.C. on 1 July 1967. The "Ninety-Nines" is an international organization of 2000 licensed women pilots of which Miss Earhart was the first president."
March 1967 - heewards - Basswood - Cdr. J.T. Rouse

Kindler, Kusaka, Dr. John Maciolk, Unit head of Cooperative
Fishery Research Unit, U.S.F.W. S. Ham - Hackman, Richard Ware

We have later

<table>
<thead>
<tr>
<th>Actual</th>
<th>Arrive</th>
<th>Planned Itinerary for Kindler, Walker etc.</th>
<th>Depart</th>
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<tr>
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<td>Lahena</td>
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<td>10/22</td>
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<td>1500 Z</td>
<td>Midway</td>
<td>27/09</td>
<td>27/0530 Z</td>
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Other persons to see - Karl Kenyon, Sherwin Carlquist, Warren Roll

Hono - Star Bullet. Photogr. - F+U apparently left on Root+U.

to be picked up on way back

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<tr>
<th>09/15</th>
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### 1966 - Southern trip

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<th>Date</th>
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<th>Destination</th>
<th>Departure Date</th>
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<tr>
<td>ETA</td>
<td>12/1700 Z</td>
<td>Honolulu</td>
<td>5 May</td>
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<td>ETA</td>
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### 1966 - March heave

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<td>Houseman</td>
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# 1965 - Southern Trip

**USCGC Ironwood** (wlb-297) Hdr. E. Janceyk

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**Notes** - One message indicates that Earhart height was converted to Amelia Earhart Daybeacon on 21 May 1965 - Dept. Pago for Apia 23/1800 Z - Moved there the 24th. - Departed Apia 26/1715 Z for Pago - 27 May - moored Pago

**March 1965 - Trip** - Kratler, Banko, Robbins, Walker - We have data - Blackhawk (wlb-390) Hdr. J.R. Massman

Data not taken for visits to Midway, Kure, F.I.F.S., and Johnston

**Sept 1964 - Trip** - Walker, Kratler, Beardsley, huyg, Flet - We have data - Basswood (wagl-385) Cdr. B.D. Dawson
was Built from the wrecks of the English Whale Ships Pearl & Hermes of London in which many of the Crews came to the S Islands the Year before the Reaf & Sand Islands were named after the two Ships the Wariour Came off Oahu a beautiful Brig mounting about 14 guns American built but had been under the Bonazaries flag but Rose on by the Crew as was the Liberty & as she lay off & on off oahu Several Canoes went on board with Rum with the Intention of getting them Drunk But old Birds was not be be taken with Chaff the Chiefs had tried this project but was much disappointed as they could not Succeed the Captn or Commander Sent a note on Shore to any one who would Supply the Brig Wariour with a few bolts of Canvas Should be paid any price for the Canvays & Signed George Manchester one of the men by stratagem got off at Wymea Kowii as the Brig touched there we afterwards heard they Run her to Manilla & gave her up to the Spanish authority & for their loyalty to the Spanish King Received 1½ Rogers per Day or 17cts till they the Crew could get to thire Respective homes for most of them were English & americans I Saw one of the Crew on California Some-a year afterwards & from him I got Some Inteligenc how they disposed of the Brig the Master was an Englishman but of little or no acquaintence with the Management of Such an affair of giving up the Brig & to Claim Salvage as Might or ought to have been claimed & Recovered if propper Means had ben used by lying off the Port & asking for their Right, for nothing Could Sail with her Some time after this a Schoner was Broguht in to Kailua by the Crew as the former owners Refused to pay

Kodiak trip, accompanied by Star Bulletin Chef Photographer, Warren Roll; at least 17 species of birds visit on Pinnacles, about 1/2 nest there; 4 H.M. seals were seen sleeping in the sun. Penalty for trespassing on island is $6 in prison and/or $500 fine.  U.S.C.C., Ironwood.

Dec. 15, 1966  H.S.B(?)  Rare Whale caught by Sea Life’s Crew p.  

Captured an 8'4' 300 lb. fully grown female Cepacrophila whale.


Kodiak trip, brought back a number of Hawaiian Frills to Honolulu Zoo and sent to mainland to see if birds can be bred in captivity, “scientists now place number at about 8,000.”  Scientists estimate that between 450 and 500” Hawaiian Tern on Hawaiian Island, Ron Walker along; 126 Hawaiian Ducks counted on trip, Estimated that 10,000 Hawaiian Frills on island; about a million Sooty Terns; 150,000 Hawaiian; 20,000 Black-footed, 200,000 Hawaiian Pheas.


Kodiak trip.  Japanese ship Ayu wrecked on Liswski, counted 137 H.M. seals and tagged 17, estimate Sooty Tern and Hawaiian Pheas at 100,000; counted as many as 2,600 Hawaiian H.I.


143 new turtles & renumbered 10 others previously tagged.


143 new turtles & renumbered 10 others previously tagged.

Jan. 14, 1967  4th Sea Smoke in 3 months here

Apr 20, 1966 - Hono. S.B., Harold Cny. Rare island ducks released on Kauai.
June 21, 1967 - HSB 3rd baby layson Finch's hula at zoo.

A.J. Berger will head research of the Parakeet Push Foundation in the Maui Valley.

Nov 22, 1966 - HSB 2 foot peronous snake found alive 7 in Panalaun.
Sept 23, 1966 - HSB UH plans research on fanning.
Jan 11, 1967 - HSB 4th sea snake in 3 months here.

Garden Morse
Helen Atton
Po H

Gen Letters

Ms. Ream

Pearl & Herne Reef - horn is e, and others letters 1822, 1840

Dy

M87

Morrell, B. Nanwee or H voyage to the South Sea, north & south
Pacific Ocean . . . . 1822 to 1831 • N. York. 1832 Feb. p. 217

haysan

hisianski

Nihoa

P22

Rainwater, H. J. 1957 Nihoa, ancient isle of mystery. Po the P. 36-47

9th Holiday edition.

1

Pauauna Island & Ti

Coman Island (1 see also U.S. Terr. Expansion)

Baker Island Aeronautics, U.S. Terr. expan]

Wild life, conservation

[Endurance Island, Aeronautics, U.S. Terr. expan]

2

French Frigate Shoal

Howland Island

Hull Island

Jarvis Island

3

Johnston Island

4

Kure Island

[Mikana Islands]

5

Nukuma Island

6

Nihoa

Pacific Ocean, Wake Is

Shipwrecks

Pacific Area, Gen

[U.S. Coast guard]

[U.S. Bureau of Comm. Fisheries]

[U.S. Div. of fishing & fish]

[U.S. Navy]

[U.S. Territorial Expansion]

Whales
LOAD BUILDER

SPRING FASHION PARADE
1967
Eric Schlemmer is the former superintendent of the general maintenance division of the Distribution Department. The fascinating story of his early years was told in capsule form in the first issue of the Distribution Newsletter, but because of its limited circulation, we include a lengthier version here.

There are undoubtedly others in the Company with interesting backgrounds. If you know of someone let us know. We’d like to publish these Personality Portraits frequently.

In the Anglican Church Chronicle printed by the Hawaiian Gazette, June 6, 1903, there appeared this notice on page 108:

“The infant son of Mr. and Mrs. Max Schlemmer was baptized on May 27, and received the name, Eric Lay San Schlemmer. The little fellow is the first boy born on Laysan Island, the most distant of the Hawaiian group.”

Eric’s father had bid farewell to his native Bavaria in 1870 and headed for the New World. But apparently the new life was too uneventful for the adventuresome Max. When guano was discovered on Laysan the North Pacific Phosphate and Fertilizer Company began to look for a manager to oversee operations. Max Schlemmer volunteered. And so, in 1892 he and his wife landed on this lonely, windswept island.

Eric and three sisters were born on Laysan without benefit of doctor or midwife, and there they spent their early years.

A ship arrived twice a year with the necessities of life but for the most part they lived on fish, birds and eggs. The only “vegetable” was a native weed.

Eric recalls the time his father found some green ambergris, but not knowing what it was or its value, he mixed it with seal oil and painted the roof of the house because he liked the color!

Rabbits brought in to augment the food supply proved an unfortunate mistake. They multiplied to a point where they were decimating the growth and had to be destroyed.

When chemical fertilizers were developed in the early 1900’s the guano mining on Laysan came to a halt and the family moved to Oahu. As they left, poachers arrived to begin their slaughter of the thousands and thousands of birds on Laysan—all in the name of Fashion and the fad for feathered hats.

The area was ultimately set aside as a bird reserve and so it was that in 1915 Max Schlemmer returned to check on the poachers. Eleven-year-old Eric went along and thereby hangs another tale.

Max Schlemmer, Eric and another young crew member left Honolulu on their 35-foot sloop, the Helene. After 17 days at sea, land was sighted, but highlights from the ship’s log tell the story best:

**July 13:** At 5 a.m. we made sail for the island and at 7 came to anchor. It is a horrid sight to see all the dead birds. It seemed a different Laysan from what it used to be and for some time I could not speak.

**Aug. 5:** The day we finished the well and I thank God we got some water for washing and cooking.

**Aug. 25:** The day we boiled the seal and got four gallons of oil. (Used to refinish mast and boom of sloop.)

**Sept. 28:** At 5 a.m. we sighted a lifeboat at the S.W. point of the island. I sent Eric out to meet them. They were the captain and crew of the Schooner, O. M. Kellogg from Apia, Samoa, bound for San Francisco which got stranded on the night of the 25th of September at Maro Reef, and abandoned. As we are very short of provisions I made Captain Lunn the offer of my boat to go to Honolulu.

**Oct. 4:** At 5 minutes to 11 o’clock the yacht Helene, with Captain Lunn, wife and crew left her moorings and sailed away for Midway Island. (This left the three men virtually abandoned.—ed.)

**Nov. 4:** (One month later) The day we had great hopes of seeing the USCG ship, Thetis, but all in vain. We have a pretty hard time of it as we have had to live on water and flour only for the last two weeks which makes it very hard for the boys. Myself, I keep courage up and hope for the best. We have done lots of work here but now we can do very little as it makes us feel very weak.


Eric’s passport photo taken prior to signing on the John Ena as an apprentice in 1916.
d then some!

Nov. 13: The day we found the first gooney egg and having nothing to eat for the last three weeks we made it into pancakes. We also found some more of the wreck of the Kellogg on the beach.

Nov. 15: The day we hoisted the Stars and Stripes for Mrs. Schlemmer's birthday. I sent Eric and Harold around the beach looking for more wreckage and to my surprise they came home with a tin of dried potatoes which washed ashore. It had some salt water in it but was mostly dry in the middle and I must say it came like a Godsend to us as we have nothing else to eat, and have not had a potato for the last four months. The day we also ate our last grain of sugar.

Time and again, day after day, the following entry appears in Max Schlemmer's log:

"The day we went around the island but found nothing new." It describes more graphically than poetic words could ever do, the desolation, loneliness and monotony of those endless weeks of waiting.

Nov. 21: The day we strained our eyes for a ship but no ship came.

Nov. 29: The day we cleaned up around the place and kept a sharp lookout for ships. My boys are getting very homesick but I keep on encouraging them to say their prayers and the ship is bound to come.

Dec. 1: The day we all kept a sharp lookout for a ship but no ship came. It is getting very hard on the boys as they are not used to the kind of living we have had for the last three months.

It takes all I can do to keep their courage up. I told them, however, not to be discouraged and they should pray to God who is the only Friend in Need, which they are doing.

Dec. 2: At 6:30 a.m. we saw the smoke of a steamer and at 7:45 o'clock she dropped anchor about one mile from shore.

And thus ends the log of the yacht, Helene, kept both at sea and ashore for five months and 13 days. As a footnote to the adventure, the Helene was destroyed while she lay at anchor on Midway during a storm.

It seems impossible to try to top this story of courage and determination but another adventure began the following year when Eric shipped to sea on the four-masted bark, John Ena. As apprentice, he was low man on the totem pole, target of taunts and doer of the dirtiest work. Of his 2½ years on board, Eric remembers being shaved, tarred and feathered during initiation rites when the ship crossed the equator.

And he'll never forget the rainy night he was setting sail at the top of the mast. Handholds were uncertain and the footropes sagged. He lost his balance, made a frantic grab for the yard, missed—and fell! Like a bird picking up prey in flight, the sailor on the yard below reached out and grabbed him as he fell past!

It was back to sea again in 1923 when Eric accompanied a scientific expedition to Hawaii's leeward islands aboard the Tanager. He and a Dr. Wetmore had been ashore on Nihoa for several days, but when it came time to get them off a storm was breeding. An account of the rescue in a National Geographic gives a graphic description of the surf-boat trying to reach the stranded men:

"As the distance between vessel and surf boat grew we strained our eyes watching the mere speck in the mountainous seas, until the tiny craft, the whitecaps and the rain merged into an impenetrable mist. The men crawled out on the ledge as close to the water as they dared. Suddenly a huge wave rushed in with unbelievable power and volume. There was no time to retreat or spring for the boat. Schlemmer, seeing the danger, dropped flat on the ledge and clung to the wana holes with all his strength. He completely disappeared beneath the mass of water which foamed five feet above his head up onto the cliff. He managed, however, to hold both his breath and his grip."

Charmed life? What else?

Schlemmer next spent a year at Hawaiian Electric in the wiring department before shipping out on a Coast Guard cutter for Alaska. They were called upon to do everything from counting seals to feeding the starving Eskimos. Then on to the East coast to enter the battle of the rum runners during Prohibition. Mr. Schlemmer recalls the whine of bullets in a three-way battle between his ship, the bootleg vessel and a hi-jacker waiting on shore.

And then what? And then in 1925 Eric Laysan Schlemmer finally said, "It's time to settle down." He returned to Hawaii, married the girl of his dreams, became the father of two sons and a daughter, and now after 42 years he's retired from the daily grind.

But knowing just these few highlights from his fascinating background we'll wager there'll be other adventures to come for this far-from-old man of the sea.
It seemed as if there was one retirement ceremony after another the past three months as one-by-one the eleven men pictured here received engraved service award pins or watches from President Hassler. Their combined time of service tallies up to a fantastic 319 years—10 months! But now the alarm clock has been set for the last time, the last harried commute trip has been made and they look forward to years of leisure in which to pursue their varied interests.

Juan Labuguen will enjoy fishing off the Penguin Banks. Yamato Uchihara hopes to visit his two sons in California next year and for now, will be getting settled in his new home. Peter Akiona plans to travel to the Mainland and the Orient in 1968. Moses Kamakawiwoole, John Moniz and Joseph Aweau will be fishing.

“Doc” Quay’s retirement ceremony turned out to be a “do you remember?” session, with Doc recalling how he spent the night of December 7, 1941 on a punee in the library watching tracer bullets from Pearl Harbor streak across the sky. He may be retired from HECO but never from his bowling.

Eric Schlemmer and his wife have already left on a trip that will take them around the world. Leong Chock will have more time to dive for shells to add to his remarkable collection. Nobori Kano and Charles Lum will simply “take it easy.”

And so it’s goodbye and aloha to these eleven friends. We wish them well.
The light airs continued till the 15th, when they were succeeded by a moderate breeze, but still from the westward. At ten I took some lunar distances, and found the longitude at noon to be 173° 23' west, and the latitude 26° 43' north.

Oct. 16. Though we had been for some time past visited by various birds and fish, we have never witnessed so great a number as on this day. The ship was surrounded by porpoises, benitias, pilot-fish, tropic birds, frigates, and ganets. One of the ganets alighted on our jib-boom, and was so tame that a sailor by climbing up had nearly caught it. From seeing so immense a quantity of birds and fish, my attention was roused, especially as Mr. de la Peronnes had also observed near this place many signs which he thought would lead to a discovery of land. I accordingly desired my people to be on the watch, and remained on deck myself the whole of the day. We however, perceived nothing, but at ten o'clock in the evening our courage was put to a most severe trial. I had given to the lieutenant of the watch my orders for the night, and was retiring to my cabin, when the vessel received a violent shock. I instantly put the helm a-lee and taked, but it was to no purpose; before the ship came round to the wind, she grounded. All hands were summoned upon deck and set to work; and upon sounding, we found that we had touched on a coral bank. I now ordered the guns and the heaviest articles that had been stowed on the booms, to be thrown overboard; but with such precaution, that they might be recovered, should circumstances admit. The ship being thus lightened, we succeeded by day-light in getting her into deep water; when we perceived, at the distance of about a mile, a small low island to the west-north-west, and to south by west some high rocks that were beaten upon by a most tremendous surf, though the sea around was as smooth as glass. Notwithstanding our perilous situation, this sight greatly pleased us, and the crew all exerted themselves with alacrity. We were hardly afloat, waiting for the ship's master, who had gone in a boat to sound, when a sudden squall came on, and drove us again on a more dangerous bank than the former one. The sea heaved greatly, and the ship struck continually against the ground with violence. This obliged me to throw overboard cables, anchors, and every heavy article however necessary. I had even determined to cut away the masts, should we be
Oct. 17. At day-light, the weather being fine, we again warped forwards; and shortly after I dispatched half of my crew in search of the different articles we had thrown into the sea; and to my great satisfaction, by five in the afternoon, everything was recovered. While engaged in the search, they found a piece of the false keel of the vessel, which had been broken off by her striking; and as she struck repeatedly, but little of this keel could be left; yet, for the last twenty-four hours, the water in her hold had not exceeded twelve inches.

At seven in the evening, having reached a depth of eight fathoms, we cast anchor. When the depth of water, which during the period of our difficulty, had been from three to six fathoms, is considered, it might be supposed, that we could have warped off much sooner; but it must be remembered, that the coral bottom, by continually cutting our cables, stopped the progress of our work; and that we had another obstruction, in the excessive heat of the weather. As I felt myself indisposed from fatigue, I did not, as had been my intention, go on shore this evening, but sent some of my officers, who, after an absence of two hours, returned, bringing with them four large seals, which they had killed on the beach with handspikes.

Oct. 18. On the 18th, the wind continuing perfectly calm, and the weather fine, we again warped with all possible expedition further northward. Desirous of examining the place, which, by its situation, appeared to be of great importance to navigation, I went on shore in the morning with several of my officers, leaving orders on board for the ship to go out to sea, should a fair wind spring up; and, after clearing every danger, to wait for us. The surf was so great, that we could with difficulty land at a small bay, where we found numerous birds of different kinds, and seals of an enormous size. On landing, we were much annoyed by the birds, many of which made their attack flying, while others ran after us, pecking at our legs; it was with difficulty we could keep them off, even with our canes. The seals lay on their backs along the beach, motionless. Some measured in length more than seven feet; they scarcely stirred at our approach, or even deigned to open their eyes. Though, at another time the sight of these animals would have been extremely gratifying; yet, as we had objects in view of more importance, we passed on without molesting them. The heat of the day was excessive, and, almost at every step, we sunk up to our knees in holes, that were concealed by overgrown creeping plants, and contained the nests, as we supposed, of various birds; for we often heard their cries under our feet from being trampled upon. Towards evening, having examined every thing worthy of notice, we fixed a high pole in the ground, and buried near it a bottle, containing a description of our discovery of this island. We then returned on board, with
no very pleasant feelings, as we had the conviction from our search, that, should we be so unfortunate as to be unable to get clear of this island, we had nothing to do but resign ourselves quietly to the death that awaited us, since not a drop of fresh water was to be found. It is true, there was plenty of fish, birds, turtles, and seals, which would amply have satisfied our hunger; but with what were we to have quenched our thirst?—If our excursion to the new island was not pleasant, it was at least lucrative as to shells, coral, petrified sponges, and other curiosities, of which we brought away a great quantity.

This island promises nothing to the adventurous voyager but certain danger in the first instance, and almost unavoidable destruction in the event. It stands in the middle of a very perilous coral bank, and, exclusive of a small eminence on the eastern part, lies almost on a level with the sea. Its soil consists of coral sand, that is overgrown with creeping plants and grass, in the manner I have described. Amongst the birds we saw, the most worthy of notice was a species of wild pigeon; at least it resembled that bird, both in size and in colour; when flying in the night, it made a loud and disagreeable noise.

As there is no water, so neither are any trees to be seen on this island. We found, however, several large trunks of trees on the beach, which, no doubt, had been thrown up by the sea. The largest of these trunks, at the root end, measured twenty-one feet in circumference. They were like the red-wood tree, that grows on the banks of the river Columbia in America. I am at a loss what conclusion to draw from the appearance of these trunks in so remote a place. If they could not have been drifted by the sea from America, on account of the great distance, it follows that they must have come from some nearer place. On the Sandwich Islands trees of this kind do not grow; and Japan, like America, is very remote. It is not therefore improbable, that, on the same line on which lie the Sandwich Islands, Necker Island, and the island now found, there are lands more to the north-west, which will owe their discovery to some future navigator; perhaps likewise on the same line lies the island, said by some writers to have been formerly discovered by the Spaniards in the latitude of 35° 30' north, and the longitude of 170° east.

I also found on the beach a small calabash, which had a round hole cut on one side of it. This could not have been drifted from a great distance, as it was fresh and in good preservation. I cannot help regarding it as a great misfortune that the ship grounded, as I should otherwise certainly not have quitted the environs of this island till I had explored them thoroughly; but in her present damaged state, though the hope of discovery was dear to my heart, I dared not attempt it.

I shall insert here a plan of the island, that by comparing it with the description I have given of our situation, the reader may judge how great was our peril, and how miraculous our escape. When I reflect,
that the ship might have grounded in many a worse place on this bank, and that the smallest breeze, especially from the north-east, would have been sufficient to dash her to pieces, I cannot help feeling grateful to Providence, persuaded that, without his aid, like Mr. de la Perouse and his companions, not one of would ever again have beheld his native land; for even if we had escaped from a watery grave, it would only have been, as the island affords neither water nor wood, to have suffered a worse death by famine. To my ship's company I owe, on this trying occasion, a tribute of thanks, as well as a tribute of commendation; both officers and men were so incessantly employed, that they had hardly more than six hours' rest during the whole time we remained at the island; and so far were they from murmuring at this, that a cheerfulness, an alacrity, and a courage, were displayed by them, that have seldom been surpassed. To the south-east point of the bank where the vessel grounded, I gave the name of Neva; while the island itself, in compliance with the unanimous wishes of my ship's company, received the appellation of Lisiansky.
From: Office Memorandum to Dr. J. W. Aldrich from biologist Midway

Atoll; subject: Sea bird populations on Pearl & Hermes Reef - 1957

The following notes are a summary of observations made on sea bird populations on the islands of Pearl and Hermes Reef. Flights were made over Pearl and Hermes Reef on 9 December (1245-1325), 17 December (1000-1100) 1956, and 7 January (1000-1100), 24 January (1515-1545), 15 April (1550-1625), and 14 May (1520-1610), 1957.

On most of the foregoing flights, little attention could be paid to other species of sea birds, because albatrosses received our primary attention, and the abundance of the latter made it difficult to observe birds of other species. After the albatrosses departed, I took the opportunity to arrange a flight for the express purpose of censusing other species of sea birds. This flight was made on 14 October. We spent over an hour over all of the islands, giving me an opportunity to get estimates and counts of many species on all of the islands.

The following annotated list includes only resident sea birds; populations are summarized in Table 1. The only transient shore birds observed were about 30 ruddy turnstones (Arenaria interpres) on 14 October.

Diomedea nigripes. Black-footed Albatross. The methods and results of the 1956-1957 albatross census were presented in the previous report. However, in that report the population for Pearl and Hermes Reef was not broken down by individual islands; this is done in the accompanying table.

Diomedea immutabilis. Laysan Albatross. See above, under Black-footed Albatross. For breakdown by islands, see Table 1.

Sula sula. Red-footed Booby. These shrub-nesting boobies are scarce at Pearl and Hermes, because of the lack of suitable habitat; however a few were observed in the sparse shrubbery on Southeast Island and North Island. See Table 1 for numbers.

Sula leucogaster. Brown Booby. These boobies seem quite scarce, but because of their dark color, they are not easy to spot from the air, and they may be more common than the figures (Table 1) indicate. They are frequently observed perching on the wrecked freighter on the east side of the reef.

Sula dactylatra. Masked Booby. These boobies are fairly common. On 14 May, about 15 nesting pairs were observed on the bare sandspits. The count on 14 October included a fair number of young-of-the-year.

Fregata minor. Great Frigatebird. One of the surprises of the October flight was the large numbers of frigatebirds observed in the air and perching in the sparse shrubs on Grass, Southeast, and North Islands. Do they nest there, or are they visitants from elsewhere?
Sternula fuscata, Sooty Tern. A few were observed in flight on 14 May. By 14 October their nesting season was about over, as the great majority had already left Midway. A flight should be made next June to determine their status at Pearl and Hermes.

Anous stolidus, Brown Noddy. A small flock flushed from Seal Island as we made a low pass. Others could have been present, as they are almost impossible to spot on the ground.

Anous tenuirostris, White-capped Noddy. A few were seen over the northeast reef, and over the south sandspits. Does this species find suitable nesting habitat here, or are they transients?

Gygis alba, Fairy Tern. All of the Fairy Terns were seen on, and flying near, the northeast reef, where they probably nest.

Two species, Sooty Storm Petrel and Wedge-tailed Shearwater, have been reported as breeding at Pearl and Hermes, but if present this year they could not have been observed from the air. Perhaps the most conspicuously absent member of the reef’s avifauna is the Red-tailed Tropicbird, evidently a result of lack of dense Scaevola thickets for nesting.

In addition to the species listed below, while flying over the large protruding rocks at the northeast end of the reef, I observed, flying near a group of fairy terns, several similar terns which appeared uniform gray in the bright sunlight. Identification was impossible under the conditions, but I think they may have been Blue-gray Noddies (Procellarina caerulea), known to breed on Kaula, Nihoa, Necker, and La Perouse Rock; this deserves further investigation.

(Signed)

Dale W. Rice
Table 1—Estimated resident sea bird populations at Pearl and Hermes Reef—1957

<table>
<thead>
<tr>
<th>Species</th>
<th>Kittery Island</th>
<th>Seal Island</th>
<th>Grass Island</th>
<th>south sandspits Island</th>
<th>Southeast north sandspit Island</th>
<th>North Island</th>
<th>northeast in flight etc.</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Diomedea nigripes</td>
<td>1,100</td>
<td>900</td>
<td>4,500</td>
<td>200</td>
<td>5,600</td>
<td>4,500</td>
<td></td>
<td>16,800</td>
</tr>
<tr>
<td>Diomedea immutabilis</td>
<td></td>
<td>1,000</td>
<td>2,800</td>
<td>33,200</td>
<td>4,800</td>
<td></td>
<td></td>
<td>41,800</td>
</tr>
<tr>
<td>Sula sula</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<td>21</td>
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<tr>
<td>Sula leucogaster</td>
<td></td>
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<td></td>
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<td></td>
<td></td>
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<td>3</td>
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<tr>
<td>Sula dactylatra</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>42</td>
</tr>
<tr>
<td>Fregata minor</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>770</td>
</tr>
<tr>
<td>Sterna fuscata</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>several</td>
</tr>
<tr>
<td>Anous stolidus</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>24</td>
</tr>
<tr>
<td>Anous tenuirostris</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>30</td>
</tr>
<tr>
<td>Gygis alba</td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>25</td>
</tr>
</tbody>
</table>
GARDNER PINNACLES


Kridler trip; accompanied by Star Bulletin Chief Photographer Warren Roll; at least 11 species of birds nest on Pinnacles; about half nest there; 4 Hawaiian Monk Seals were seen sleeping in the sun. Penalty for trespassing on islands is 6 months in prison and/or $500 dollar fine; support vessel: USCGC Ironwood

LAYSAN ISLAND


Kridler trip; brought back a number of Laysan Finches to Honolulu Zoo and sent to mainland to see if birds can be bred in captivity; 150 and 500 Laysan Teal on Laysan; Ron Walker along on trip; 126 Laysan Finches on island; about a million Sooty Terns; 150,000 Laysan Albatross, 20,000 Black-footed Albatross, 200,000 Bonin Petrels; estimated that 10,000 Laysan Finches were on island.

LISIANSKI ISLAND


Kridler trip; Japanese ship Aju wrecked on Lisianski; counted 139 Hawaiian Monk Seals and tagged 17; estimated Sooty Tern and Bonin Petrel at 100,000; counted as many as 2,600 Laysan Albatrosses.

PEARL AND HERMES REEF

Dec. 24, 1966 - Honolulu Star Bulletin - Hawaii's Other Islands - Pearl and Hermes

Kridler trip; counted and observed seabirds, turtles, and birds; marked turtles on back with a large circle of fluorescent red paint; counted and tagged 13 new turtles and recorded 10 previously tagged.
From: Com. Off. USS Preble (DM20)
To: Com. in Chief US Pac. Fleet
Vic: Com 14th ND
Sub: Invest. of P & H Reef & Kure I.

1. In compliance with Cincpac 190251 of April and Comfourtee 200120 of April investigated P&H Reef on April 19 and Kure I. on April 20.

2. Prior to putting ashore the landing party, Southeast Island of P&H Reef was shelled with 17 rounds of 4 in. service ammo. & 24 rds of 4 in. target ammo. At the same time the bldgs on the island were bombed and machine-gunned by two Marine corps fighter planes from Midway. An armed landing party was then put ashore and the four buildings were destroyed by fire. These bldgs. consisted of a small warehouse, two bunkhouses and a messhall. There was no evidence in the buildings or on the island of recent habitation or landing.

3. On the morning of April 20th an armed landing party was put ashore at Kure Is. Air coverage was provided by two Marine Corps fighter planes from Midway I. The entire center portion of Green Island is densely covered with shoulder-high shrubs. Due to the short time available this area could not be thoroughly searched. The remainder of two fires and a small lean-to were found on the beach at the southwest end of Green I. A grapnel with chain and about 10 feet of line was found near the lean-to. The fires and lean-to appeared to be less than two months old. The grapnel and line appeared to have been exposed to the weather a short time; the grapnel was not corroded; the chain and line were in excellent condition. No other evidence of landing was found. The lean-to was destroyed by fire.

4. The grapnel, chain & line and some charcoal from one of the fires on Kure I. have been delivered to the Office of Naval Intelligence at PH for examination

H. D. Johnston
Rec Group 37. Charts available.

305622 - Survey of Pearl & Hermes Reef & Kure by USS Ogala - in 1936 - See Grintzoff
& USS Quail - Charts show Humphreys present
in 1936 but awash at high tide -
MEMORANDUM ON THE ADMINISTRATIVE CONTROL OF PEARL AND HERMES REEF BY W. R. PARRINGTON,
GOVERNOR OF HAWAII.

Some months ago, the attention of the Territorial administration was called to the status of the control of the land or reefs, west of the principal islands of the Territory of Hawaii. These reefs are a part of the Hawaiian group, but only recently have they figured in the economic scheme of Hawaii.

A group of Honolulu business men organized to carry on fishing operations in that vicinity. They sought an additional supply of food fish for the Honolulu market. The first enterprise was not a success. A few months ago, another group purchased the ship and arranged to finance the fishing operations on a more extensive scale. This contemplated the housing of a number of their fishermen and equipment on one of the islands of the Pearl and Hermes Reef, so that there might be a permanent establishment on the fishing grounds while their vessel was making the trip to Honolulu.

An executive order issued by President Roosevelt, on February 3, 1909, placed these islands under a bird reservation for the protection of bird life. A citizen residing in Honolulu has served for some years past as Bird Warden. His police authority was largely psychological. He had no way of visiting the reef and was therefore unable to exercise police authority. It had been presumed, generally speaking, that the police power, authorized under the executive order, had reference to the destruction of birds but did not necessarily include the control of the land for industrial purposes.
When the fishing company applied to the Governor of Hawaii for a lease of an area of land for their headquarters buildings, an investigation was made of the legal status of the island under discussion. The Department of Agriculture interpreted the executive order as meaning that the islands within the executive order, were and are under the exclusive control and administration of the Department of Agriculture. The fishing company had therefore to make application to the Department of Agriculture. The Department asserted its administrative control of the land, thereby denying any authority of the Territorial administration as represented by the Governor or any of the departments of the government of the Territory of Hawaii.

I questioned the soundness of such method of administration, although the position of the Department of Agriculture might be entirely legal. An opinion rendered by the Solicitor of the Department of Agriculture supported in every detail the general claim made by the bureau of the Department of Agriculture, having the matter in charge.

Attention was called by the Governor of Hawaii to the weakness of the long-range control that must result. A business organization residing and operating in Honolulu is thereby forced to deal with officers of a bureau five thousand miles away, when the government of the country is presumably fairly well represented and protected through the Governor and laws of the Territory.

Attention was called to the difficulties that beset the Territory of Alaska, through a large number of bureaus centering in Washington that control the destiny and, in the
opinion of some, retard the enterprise that might otherwise develop in Alaska. Hawaii fortunately has been free from this misfortune, due to the foresight of the framers of the Organic Act of Hawaii in giving the Territory very complete local control in matters that are obviously better served by officials located at the capital of Hawaii.

The fishing company in developing their food fish operations found that there are pearl oysters in certain areas of the Pearl and Hermes Reef. The company then made inquiry, from what bureau or branch of the government it should obtain authority to develop a pearl oyster fishery.

The Department of Agriculture discovered that its authority stopped at the high water mark. From the high water mark, presumably to the three mile limit, the Territory of Hawaii has full jurisdiction. Therefore the fishing company would have to deal with the Territory of Hawaii in relation to the pearl oyster fisheries.

In the course of the discussion, someone in Washington conceived the idea that the Bureau of Fisheries of the Department of Commerce, might control the pearl oyster fisheries.

Thus the fishing company was faced with the ridiculous possibility, though it afterwards proved an improbability, of seeking authority from the Department of Agriculture, five thousand miles away, to establish buildings on the Pearl and Hermes Reef, and then, on going to the shore, seeking authority from the Bureau of Fisheries of the Department of Commerce, for the purpose of developing a fishery of pearl oysters. The
authority of the Territory of Hawaii over the fisheries or land under the water from the high water mark to the three mile limit seemed to be unquestioned. So the fishing company in this particular was relieved of the bureaucratic control over the waters, at a five thousand mile range.

The suggestion was made by the Governor of Hawaii that the business-like method of procedure, would be for the Department of Agriculture to relinquish any control that it might have under a presidential executive order, except such control as might be obviously necessary for police protection of bird life.

The Governor of Hawaii is responsible, under the Organic Act passed by Congress, to the Secretary of the Interior. It would seem reasonable to believe that he could be trusted to oversee and protect the interests of the United States government on the island reefs to the west, as he is to administer the public lands in the principal islands of the Territory of Hawaii. The title to all these public lands is vested in the United States.

The Department of Agriculture or the bureau interested appears to take another view, although in recent weeks it has moved to correct some of the ridiculous features of long range bureau management.

The Secretary of Agriculture sensing the difficulties of the situation, conferred with the Delegate from Hawaii to Congress. As a result of correspondence and conferences, the Secretary of Agriculture, on May 9, 1929, issued an order,
authorizing the Governor of Hawaii to issue permits for persons to go upon the Pearl and Hermes Reef, erect buildings and do whatever seems to be proper for carrying on fishing operations. This is to be done subject at all times to the rules and regulations, having force of law, issued by the Department of Agriculture for the preservation of bird life. The Department of Agriculture made the very natural request that the permits should be limited and that the action of the Governor should be referred to the Department of Agriculture for confirmation.

Some of the faults of bureaucratic control complained of have been corrected. But the curiosity of dual departmental control still exists.

From my interpretation of the situation, the purpose of a bird reservation executive order is to secure protection for birds, not the administration of land for fishing stations or any other commercial purposes. No department of the government at Washington has any available financial means for policing the islands to the west of the main islands of the Hawaiian group. The executive order has given a purely paper control. The Warden appointed by the Department of Agriculture has visited these islands possibly twice in the past ten years, going there when he could secure transportation by some naval vessel or other government or commercial vessel having other business in that direction.

I do not know that any officer of any bureau of the government would seriously suffer from the long delays occasioned by dual control. But private enterprise would linger and die.
There is a natural simplified businesslike method of procedure centering in the administration of the Territory of Hawaii. I therefore respectfully suggest and recommend that the executive order be revised and reissued in terms that will give the Territory control over the land which it now has over the reefs immediately below the water.

As a result of this discussion and the conditions developed, the Governor of Hawaii recommended that the recent session of the Legislature pass a law prohibiting the taking of pearl oyster shells from the reef except under rules and regulations issued by the Fish and Game Division of the Territorial Board of Agriculture and Forestry. The Territory also appropriated $2,500.00 for an investigation of the condition of the pearl fisheries and it is anticipated that the investigation may cover a broader field through cooperation with the Bureau of Fisheries in Washington.

The Territorial authorities have no objection to any of the activities carried on by the bureaus of the Department of Agriculture or the Department of Commerce. When it comes down to administrative details for carrying on business and developing an industry that may serve the people of Hawaii, I believe those details should be handled under the authority and direction of the Governor of Hawaii, through the appropriate departments of the Territory of Hawaii. The reason for this is the obvious one that the work could be done best by the officers nearest the scene of operation. A further and possibly more vital consideration is the purpose of our government to foster local governmental responsibility as opposed to long-range and complicated bureaucratic centralization.

June 18, 1929.
1912 - Bailey, Wicke ms, Salisbury ms.

1914 - Elschner 161

1915 - Only rabbits mentioned -

1916 - Diggie ms. 1634

1923 - Dickey, Wetmore, Ball. - 1757

1896 - Edamnsdall 521

1902 - Thomas ms.

Diggie ca. .. and white were found in number in and around their burrows among the stone, shrubbery, and green fresh grass growing near the lagoon. They could be run down easily and caught ... as they seemed to have little endurance when on the run .... These rabbits, it may also be added, while numerous in many parts of the island, were not by any means found to be as plentiful as might be expected when considering the time left un molested in which to breed. Only in one case was a young rabbit seen .... " Party estimated that no more than 100 present "at the most liberal estimate" and caught 25 of these for food.
Observations of Rabbaham Hayyan Island
Log of Thetis - January 1910. Capt. W. V. E. Jacobs, USRCS

11 Jan 1910. 0810 left harbor

12 January  1105 stood various courses along Bird Island, landing impossible owing to surf on beach. No birds of any kind were visible around the island.

13 Jan.  0830 off Necker - landing was impossible on account of surf on beach; no birds of any kind visible around the island.

16 Jan.  1637 anchored off Laysan

1650 sent landing party ashore armed to make investigation of island and to ascertain if there were any poachers.

1745 Boat officer reported 15 Japanese on shore together with a large quantity of feathers and wings and stuffed birds ready for shipment. Operations were conducted under reported leave from Max Schlemmer, of Honolulu, to Geukichi Yamauchi of Tokyo, Japan.

17 Jan.  0825 sent cutters ashore in charge of Lt. Wilcox to arrest and bring on board the Japanese on Laysan Island, together with the plumage in their possession.

During the day arrested and brought on board from Laysan Island the following Japanese under authority of Department letter of December 3, 1910: Masayoshi Houme, Heisahuro Teramoto, Ichigo Kato, Takimosuke Ishii, Sayiro Takagawa, Shiro Izu, Yozairuono Asanuma, Sukeshiro Mase, Shosshuro Ebihara, Katsuziro Nanami, Rikitaro Kikuchi, Togi Horikoshi, Shiro Watanaba, Shohichi Tsuzi and Shihamosuhi Shunada;
under same authority also 65 bags bird wings, 28 bags feathers, 3 small bags feathers, 2 boxes stuffed birds, 2 boxes of merchandise belonging to company, 7 bales of rice and bedding, cooking utensils and etc. belonging to the Japanese. The following documents were taken into custody by the Commanding Officer from Masayoshi Houme in charge of the party of 14 Japanese laborers; Agents' Commission from Pacific Guano and Fertilizer Company, to Max Schlemmer, dated May 6, 1904; Police Constable's Commission for county of Oahu, and western group of islands dated May 13, 1907; A form of contract between Max Schlemmer of Honolulu and Geukichi Yamanochi of Tokyo for rental of Laysan and Lysianski Islands, also a form of agreement between same parties as to conditions under which the islands are rented.

18 Jan.
Crew on shore sacking loose feathers and boating same off to the ship. Received on board this day, 13 bales of feathers and one sack of bird skins. Sent officer on shore to take an inventory of articles remaining there. Several piles of wings were too decayed to bring on board; removed covering from them to assist in completely destroying them, so no one else would remove them from the island.

1630 underway.

19 Jan.
0932 anchored off Lisianski, sent 2nd cutter in change of Lt. Wilcox ashore to investigate conditions on the island.
1300 sent 1st cutter in change of Gunner H. E. Smith to assist Lt. G. E. Wilcox who had been sent ashore to make an investigation
on island and seize all plumage found. Crew boating off
men and plumage. 1540 2nd cutter returned with 4 Japanese
poachers and 17 bales of birds wings, seized under authority
of Department order of December 3, 1909.
1710 second cutter returned bringing 4 Japanese poachers
and their house hold effects; the Japanese were arrested under
authority of Department order of December 3, 1909, and brought
aboard during the day were Nichich; Odaka, overseer, and
Sukemitsu Kuyono, Magosaburo Neda, Gonzo Iwamoto, Shotara
Yasuhawa, Kinsaku Miura, Israkichi Saito and Kamaru Kamugusuhu.
K. Miura was brought aboard sick and was isolated as for as
possible.

20 Jan. 0700 lowered 2nd cutter and sailing launch and sent them ashore
to bring off remainder of plumage. Fourteen men and ten
Japanese in charge of Gunner H. E. Smith working on shore,
transporting plumage from storehouse to beach and loading small
boats.
received during the day a total of 19 bales of bird feathers,
1 box of birds wings 1 box of stuffed birds and 48 bags of
birds wings.

21 Jan. 0752 sighted a vessel on starboard bow, stood for it ascertained
vessel to be a brigantine
0905 sighted southeast Island P and H
1210 anchored off P and H send 2nd cutter in charge of Lt.
Ahern to investigate conditions of islands. Lt. Ahern reported
being landed on a sand island covered with seal and birds of
all descriptions; no sigh of human habitation.
22 Jan.  1045 anchored off Midway sent in mail to Cuble Co. and received same bound for Hono. No vessels seen at Midway since Jan. 1, 1910.

23 Jan.  0745 anchored at western side of reef Ocean Island
0800 sent 2nd cutter in charge of Gunner Smith to investigate conditions on islands
1210 the cutter returned, having landed on Green and Sand Islands; found a number of sea lions and numerous birds on Green Island. There were no inhabitants on either island and no signs that people had landed there recently. Posted on Green Island a copy of Executive Order designating these islands as a bird preserve.

2040 anchored off Midway

24 Jan.  1045 underway from Midway

26 Jan.  1428 anchored off Laysan, sent Gunner H. E. Smith with 2nd cutter ashore to investigate conditions on island and to see that remaining feathers and wings were destroyed.

27 Jan.  Skirting Maro and Dowselt Reef did not see any land or rocks above surface of water, simply breakers; no birds of any kind observed.

28 Jan.  2045 anchored at FGS

29 Jan.  0700 sent 2nd cutter in charge of Gunner Smith to investigate conditions on island at FFS. Found it impossible to land on island, large quantities of birds nesting there.

31 Jan.  1545 Kaula

2 Feb.  anchored at Hono.
Material worth copying

Schlemmer applied for lease to Tannery
Details on lease 6 Dech 1904

Dechra leased 2 June 1904 to A C Lovejoy
"for fishing purposes and as a site for a fishy camp only"
for 25 years at 25 $1 per year.

In May a June 1903 Tanners visited Dechra
Dechra, Kaysun, Hosinshi, & P+H Reef

Ask M. Mutter about antecedant records from 1898-1907
"among the records of the Patents and Miscellaneous
Division, Office of the Sec'y of the Interior"
US District Attorney Brechons, US. Marshall Hendry came on board with newspaper reporters, photographers, and custom house officials reported on seizures made on Laysan and Lisianski to US. District Attorney Brechons under Department instructions Jan. 31 1910. Turned over to U.S. Marshall Hending the Jap.
From Box 1951 /64/ General - File folder labeled Agriculture 1910-1919


Hays, 1910 ms. letter from the Acting Secretary of the Dept. of Agri. to the Secretary of the Treasury. Dated 22 August 1910. 1 p


1910 ms. letter from the Secy of Agr to Secy of Treas. Dated 6 Dec. 1910 - 2 pp

Cookman, C.S. 1911 ms. [Report on transportation of Dill and Bryan survey party to haysan] Dated 6 May 1911 - 2 pp


1912 ms. letter from the Act. Secy of Agr to Secy of Treas. Dated 7 Nov. 1912 - 2 pp

Cookman, C.S. 1913 ms. [Report on transportation of University of Iowa Expedition to the Hawaiian Leeward Islands] Dated 7 Jan. 1913 - 4 pp

Cookman, C.S. 1913 ms. [Report on return of University of Iowa Expedition] Dated 22 March 1913 - 4 pp

Historical Material
NW Hawaiian Islands
1858 - Fenimore Cooper (J.N. Brooke)

30 Dec. - sighted Bird Is.
1 Jan. 1859 - sighted Necker Is.
3 Jan. - FFS
4 Jan. - off FFS & (La Perouse) - visited FFS
5 Jan. - visited FFS (ashore).
6-9 Jan. - not clear (off FFS??)
10 Jan. - off Gardiner - "saw some gannet"
12 Jan. - Marc Reef
14 Jan. - Laysan; 3 hrs on isl. - "killed 6 small turtles and a variety of birds." time spent in area??

1867 - Lackawanna

29 Apr. picked up shipwrecked crew on FFS

1867 - Lackawanna

11-13 Aug. - PHR - surveying reef/
31 Aug. - visited Kure Is.

1903 - Iroquois (Rodman)

24 Oct. - search for shipwreck on FFS.

1904 - Iroquois (Niblack)

5 Apr. - sighted Bird Island
6 Apr. - sighted Necker Is.
11 Apr. - Lisianski - poachers on island warned.
12 Apr. - poachers on Laysan warned.
13 Apr. - FFS seen

1904 - Iroquois (Niblack)

11 Sept. - sighted Bird Is.
12 Sept. - sighted Necker
13 Sept. - sighted Gardiner
15 Sept. - PHR

1905 - Iroquois (Niblack)

6 May sighted Bird Is.
7 May - Necker
8 May - Garden
10 May - off Laysan - "landed stores and passengers from schooner Charles Levi Woodbury"
18 May - landed Kure Is.
20 May - PHR
22 May - passed Laysan

1905 - Iroquois (Niblack) (Wilder aboard)
16 Sept. - Bird Island seen
17 Sept. - Necker
18 Sept. - Gardiner Is.
19 Sept. - Laysan - (Woodbury and Iwalani loading guano).
Notes from Logs of Thetis & other Revenue Cutters

1904 - Thetis (Hamlet) passed Bird Island - 9 June
Sighted Gardiner 11 June
Off Laysan 12 June.
Lisianski 16 June - picked up Jap poachers; left feathers.
Laysan - 17 June sent boat ashore, received mail.
19 June - passed Gardiners I.
20 June - passed Necker.

1910 - Thetis (Jacobs) off Bird Island - 12 Jan.; landing impossible; no birds seen.
13 Jan. - off Necker - landing impossible - no birds.
17 Jan. - poachers arrested & removed, plumage & documents confiscated.
18 Jan. - continued confiscating plumage; destroyed remainder.
20 Jan. - removed remainder of plumage.
21 Jan. - visited PHR - seals & birds of all descriptions, no sign of human habitation.
23 Jan. - landed Kure - seals & numerous birds; no human sign.
26 Jan. - briefly landed Laysan - to destroy remaining plumage.
29 Jan. - FFS - offshore - no landing; large quantities of birds.

1910 - Thetis (Cochran) 24 Aug. - bird island - no landing - no sign humans.
25 Aug. - Necker - no landing
26 Aug. - off Gardiner - no landing.
29 Aug. PHR - off shore; no sign humans.
1 Sept. Lisianski - no humans; signs still intact.
2 Sept. - Laysan - as above.
4 Sept. FFS landed; no humans; birds not molested; great nos. on (LaPerouse)?
5 Sept. - Necker - offshore

1911 - Thetis (Dill-Bryan party aboard)
18 Apr. - Bird Island seen
24 Apr. - Laysan - party ashore
28 Apr. - landed Lisianski; no human signs.
30 Apr. - landed Laysan - Bryan picked up.

1911 - Thetis (Cochran)
2 June - sighted Bird Island
4 June - sighted Gardiner Is.
5 June - arr. Laysan - picked up Dill party

1912 - Thetis (Frear-Willett party aboard).
17 Dec. - passed Bird Island
18 Dec. - off Necker - unable to land
19 Dec. - scientific party ashore FFS
21 Dec. - offshore Laysan
22 Dec. - scientific party ashore Laysan
24 Dec. - off PHR; islands visited
29 Dec. - off Laysan
5 Jan. - Bird Island abeam

1913 - Thetis
1913 - Thetis
10 Mar. - off Laysan
11 Mar. - Willette party picked up.
12 Mar. - Lisianski; Bailey & Willett visited; increased rabbit nos.; seal col.; liberated 45 Laysan Rail
13 Mar. - off PHR; landing impossible.
15 Mar. - PHR - scientists ashore.
19 Mar. - Necker - scientists ashore.
20 Mar. - Bird Island abeam.

1914 - Thetis (Brown) (Elschner aboard)
7 Sept. - Bird Island visited
8 Sept. - Necker visited
9 Sept. - off FFS.
11 Sept. - Laysan; rabbits greatly decreased; no albatross.
12 Sept. - Lisianski - "great many black and gray tern and frigate birds, a few curlews. Practically no rabbits or turtles were seen."
13 Sept. - PHR - boat to N. sand spit; about 40 hair seals, and a few turtles. "Great number of dead frigate birds and a few live ones."

1915: Thetis
18 Mar. - Bird Is.; cutter damaged; coxswain inj.
19 Mar. - off Necker; landing impossible.
20 Mar. - FFS; 1 islet seen; 500 albatross, some boobies and tern. Caught 1 turtle
21 Mar. - Rock - (La Perouse?)
23 Mar. - Laysan - too rough
24 Mar. - Lisianski. "observed large numbers of albatrosses, frigatebirds, boobies, terns and shearwaters. Very little vegetation on island; and very few rabbits seen.
25 Mar. - ashore Lisianski.
26 Mar. - off PHR - no landing possible.
27 Mar. - off Kure - no landing possible.
28 Mar. - ashore Kure.
1 Apr. - off PHR - no landing possible.
3 Apr. - Laysan - Officers who visited the island reported that poachers had again raided the island for feathers. Dead birds were found in piles of five to ten and even 40 or 50. The breast feathers only were taken from the birds. In some cases the dead birds were found with the fleshy parts of the breast cut away. 200,000 birds were estimated dead and rotting on the island. Laysan Albatross was the chief sufferer with others possibly in the following order: black-footed albatross, frigatebird, booby.
4 Apr. - passed Gardiner Is.
6 Apr. - passed Bird Island.

1916 - Thetis
26 Jan. - passed Bird Isl.
27 Jan. - ashore Necker.
28 Jan. - FFS - off principal sand islet; more birds than last year; no turtles.
30 Jan. - off Laysan.
31 Jan. - off Laysan. "A number of wedge-tailed Shearwaters flew on board, attracted by the vessel's lights. One laid its egg on deck."
2 Feb. - PHR - ashore; several islets visited,
5 Feb. - Lisianski - ashore.
6 Feb. - offshore
7 Feb - as above
8 Feb - as above.
9 Feb. - landed Laysan.
10 Feb. - passed Gardiner.
The twenty-three Japanese indicted by the grand jury for poaching on Uncle Sam's bird reservation were arraigned before Judge Robertson yesterday morning but they did not plead. They wished to procure counsel and get advice from Japan, so it is said, as to what course of action to take. When they cabled to Japan recently, it will be remembered, the company in whose employ they are supposed to be turned them down, cabling back that they should claim Max Schlemmer as their employer. Judge Robertson gave the poachers until February 21 to plead.

It is believed that the grand jury yesterday found a true bill against Max Schlemmer and that he will be haled before the bar to answer for the offenses with which he is charged.

The alleged opium smugglers had bonds fixed at $500 on each indictment. The bond of Carl On Tail, charged with having purchased from soldiers property belonging to the United States, was fixed at $1000 on one indictment and he was released on his own recognizance on the other.

Keio Ishibashi pleaded guilty to violation of the Edmunds Act and was sentenced to three months in jail and to pay costs.

The trial of Muta under an old indictment charging him with harboring women for immoral purposes was begun before Judge Robertson and a jury.

It is significant that the secret mission of the Thetis is undertaken just at a time when the Pacific Mail line and Mongolia are approaching island waters. The belief having been well founded for a long period that opium was being smuggled into the Territory by being dropped from the oriental liners, attached to floats, Japanese sampans later making a trip out to sea from the coast of Kauai and knowing where to look for the contraband drug.

That this work has been carried on extensively has been one of the results of the searching investigation of opium smuggling that have followed in the wake of the arrest of opium smugglers both at San Francisco and Honolulu.

The operations of the Thetis are being conducted with the greatest of secrecy and according to the statement of the officers they are unaware of their destination until they leave port. Captain Jacobs, being a firm believer in the efficacy of secrecy in connection with chasing the elusive smuggler and bird poacher, has informed his men that they should not be disposed to make any inquiries as to their destination until they leave port.
Japanese Bird Poachers Are
Given One Week in Which to Plead.

Because of the fact that it had been discovered that he is afflicted with disease, Nahookula, a young Hawaiian, who pleaded guilty to the serious crime of breaking into and robbing the United States postoffice at Kealakekua, was let off with an easy sentence yesterday by Judge Robertson. He was given one hour in jail and a fine of $1, all costs being remitted. The lad will probably be sent to the settlement.

Poachers Get Attorney.

The twenty-three Japanese bird island poachers were given one week more in which to plead, this continuance being allowed because of the cablegram received by the poachers, as stated in The Advertiser yesterday, saying that certain papers were being forwarded to them by their home company, and authorizing them to get a lawyer. W. A. Kinney will defend the bird killers.

Opium Seller Sentenced.

Vincent Keumi was given a sentence of two months and costs for selling opium. He had entered a plea of guilty.

The trial of Matsumoto, charged with harboring women for immoral purposes, was begun in the federal court yesterday morning.

Muta charged with violation of the Edmunds Act, was acquitted by the federal jury last Friday afternoon.

Holt's Plea Postponed.

James L. Holt, the ex-assessor, who is accused of having embezzled public funds while in office, was arraigned before Judge Whitney yesterday morning but his plea was continued until Saturday.

Appeals to Supreme Court.

A motion was filed in the supreme court yesterday to dismiss the appeal of Charles Chamberlain from the district judge of Wailuku, on the ground that no point of law is involved. Chamberlain pleaded guilty to having had unnatural relations with his fourteen-year-old daughter, and later tried to withdraw the plea and plead not guilty but this was not allowed. He claims that his former plea was obtained by fraud and intimidation.

Kuhio Appeals.

In the matter of George E. Smithlies, trustee of Stella Keomaillie Cockett, and Stella K. Cockett, beneficiary, vs. John P. Colburn, executor of the will of David Kawananaka, and Jonah Kahinamole, Kalanianaole has filed a bill of exceptions to the supreme court. Judgment of the circuit court in favor of defendant has been reversed.
Received of L.G. Blackman, Special Inspector Birds and Animals, the following packages of plumage etc seized by the Commanding Officer of the H.C. Thetis on the islands of Laysan and Lisiansky, said packages to be retained for storage and safe keeping until orders for their disposition are received from headquarters.

From Laysan Island:
1 bag bird skins
2 boxes stuffed birds
3 bags (small) bird feathers
23 bags (large) " 
25 bales bird feathers (13)
68 bags bird wings.

From Lisiansky Island:
1 box stuffed birds
19 bales bird feathers
1 box stuffed birds
63 bales bird wings
1 bag feathers

SUMMARY
160 bags bird wings
64 " " feathers
1 " " skins
4 boxes stuffed birds and wings

Total 199

Above list was made out by L.G. Blackman and presented to Collector of Customs Honolulu for signature which was however refused.
Judge Robertson, on Saturday rendered a decision sustaining the demurrer of Max Schlemmer to the suit for $1,000 brought against him by the United States for unlawful importation of a contract laborer.

The sustaining of the demurrer, however, does not mean that the suit will be dropped, for the demurrer was sustained on one technical ground and District Attorney Breckons was given five days in which to file an amended complaint.

The ground on which the demurrer was sustained was that the petition failed to show that the Japanese brought to Laysan Island to kill birds was not a domestic servant. Of course, everybody, including the judge, knows well enough that Max Schlemmer did not import domestic servants to Laysan Island to kill birds, but just there lies the difference between law and common sense. Things must be just so in law, no matter what the common sense view of the matter.

The only difference made by the sustaining of the demurrer is that the government will have to amend the complaint in order to specify that the Japanese brought to Laysan to kill birds was not a domestic servant. This will take a little time and drag out the proceedings some, but otherwise the case remains just where it was.

If the government wins this case, twenty-two other cases of a similar nature, covering the importation of the twenty-two other Japanese servants of Schlemmer, will probably be instituted.

In sustaining the demurrer yesterday Judge Robertson said: "The demurrer is sustained on the first ground, namely that the petition does not state a cause of action in that it does not negative the exceptions specified in the statute." Judge Robertson, as a matter of fact, had written a rather lengthy opinion in which he overruled the demurrer, but the point on which he finally sustained the demurrer was brought up in court at the last minute and the judge changed his mind.
HAWAIIAN ISLANDS RESERVATION FOR PROTECTION OF NATIVE BIRDS, TERRITORY OF HAWAII, EMBRACING THE ISLETS AND REEFS SEGREGATED BY THE BROKEN LINE AND DESIGNATED "HAWAIIAN ISLANDS RESERVATION."

President Roosevelt, on February 3, 1909, signed an executive order proclaiming certain specified islands of the Hawaiian group, or more particularly those lying to the westward of Oahu, not including Midway, as a reservation for the protection of native birds.

Leopold G. Blackman, Special Inspector of Foreign Animals and Birds for the Territory of Hawaii, has just received from T. S. Palmer, in charge of game preservation, Bureau of Biological Survey, U. S. Department of Agriculture, Washington, a copy of the order. A. R. Blackman is asked to call this order to the attention of the Collector of Customs, the representative of the guano company operating in Laysan, and to any other persons interested, and suggested also that it be published for the information of the general public. The President's order reads:

Executive Order.

It is hereby ordered that the following islets and reefs, namely: Cure Island, Pearl and Hermes Reef, Laysan Island, Laysan Island, Mary Reef, Dussets Reef, Gardiner Island, Two Brothers Reef, French Frigate Shoal, Necker Island, Frost Shoal and Bird Island, situated in the Pacific Ocean at and near the extreme western extension of the Hawaiian archipelago, between latitudes twenty-three degrees and twenty-nine degrees north, and longitudes one hundred and sixty degrees and one hundred and eighty degrees west from Greenwich, and located within the area segregated by the broken lines shown upon the diagram hereunto attached and made part of this order, are hereby reserved and set apart, subject to valid existing rights, for the use of the Department of Agriculture as a preserve and breeding ground for native birds. It is unlawful for any person to hunt, trap, capture, wilfully destroy, or kill any bird of any kind whatever, or take the eggs of such birds within the limits of this reservation except under such rules and regulations as may be prescribed from time to time by the Secretary of Agriculture. Warning is expressly given to all persons not to commit any of the acts herein enumerated and which are prohibited by law.

This reservation to be known as the Hawaiian Islands Reservation.

THEODORE ROOSEVELT.
The White House, February 3, 1909.
Dec. 15, 1904.

H. A. Isenberg, Esq.,
Honolulu.

Dear Sir:-

The Government is considering a plan of giving Captain Max Schleimer, of Laysan Islands, police authority to arrest poachers on the Islands to the Northwest, and I would be much obliged if you could give me some information as to his character, and the advisibility of entrusting him with this authority.

Very sincerely yours,

Governor.
Hon. G. R. Carter,
Governor of Hawaii,
Honolulu.

Dear Sir:

In reply to your esteemed communication of the 15th inst., I beg leave to inform you that Captain Max Schlemmer has been in the employ of the Pacific Guano & Fertilizer Co., as its overseer on Laysan Island, for a number of years, during which time he proved himself to be a reliable and trustworthy person.

At times Schlemmer has rather queer ideas and forms remarkable opinions about various matters and stubbornly holds on to them, but this failing is due to lack of education and should not be put down to his character which to my best knowledge and belief is good and honest.

I think Captain Schlemmer may be safely entrusted with police authority to arrest poachers on the Islands to the northwest, but at the same time would respectfully suggest that it be made clear to him that the Government of Hawaii will exercise a keen control over him.

Very respectfully,

[Signature]
Dec. 21, 1904.

H. A. Isenberg, Esq.,
Honolulu.

Dear Sir:

May I acknowledge yours of the 20th, re Captain Max Schlesener, for which please accept my thanks.

Very sincerely yours,

Governor.
March 24, 1890.

Messrs. C. N. Spencer and G. D. Freith.

Honolulu.

Gentlemen:

I have the honor to acknowledge the receipt of your several communications of the 20th and 21st inst. in which you state that you have recently been to Laysan Island, and have secured from them specimens of phosphates and guano, and in which you state that if the same can be obtained in paying quantities and qualities you desire to remove the same for the purpose of manufacturing the same into fertilizers, and in which you ask for a lease or an exclusive privilege of working the Islands for thirty years and requesting that you be allowed to operate for the term of two years free, and thereafter offering the sum of fifty cents per ton for such phosphates or guano as may be removed by you if your experiments shall prove that the same is in sufficient quantity and is of high enough quality to make a paying investment.

In reply I would say that Laysan Island, being Government land, having been taken possession of by the Hawaiian Government some years since, comes within the purview of the law concerning the lease or sale of Government lands, and therefore I would be unable to grant you a lease or what amounts to the same thing, an exclusive privilege to work the Island, except at Public Auction.
After consultation with the Cabinet, I would say, however, that the Government is willing to enter into an agreement with you substantially on the following terms, subject to such modifications as may be suggested by you after the consideration of the same, and mutual agreement concerning the same.

Understanding that the phosphates and guano from Laysan Island have already been several times analyzed and found to be of such a low grade that they were rejected as fertilizing agents, and that your experiment is therefore of a somewhat hazardous nature, the Government will grant you a license for the term of twenty years to take material from the Island, during the first two years without charge.

After the expiration of the two years, if you still continue to take material from the Island, you to pay the Government the sum of fifty cents per ton for the material so removed. If at any time after the expiration of the two years, either you or the Government claim that the royalty of fifty cents per ton is too high or too low to be a fairly equitable charge on the part of the Government, the amount of the royalty to be subject to revision either by agreement between you and the Government, or if a satisfactory agreement as to amount of royalty cannot be arrived at, then by the decision of referees, one to be appointed by each party, and the two so appointed, appointing the third.

I have the honor to be
Your Obedt. Servt.
L. A. Thurston
Minister of the Interior.

(*) As in Original.
October 26, 1895

J. A. Hassinger Esq.
Chief Clerk Interior Office.

Sir:-

I would acknowledge the receipt of your letter and accompanying documents in the matter of Laysan and Lisiansky Islands, royalties, shipments &c. and thank you for the information kindly furnished us.

I enclose herewith a statement of various former "Crown" lots and lands in the vicinity of Honolulu and Hilo which remain under control of the Minister of Interior by arrangement to that effect made Oct. 18th. I also enclose sundry leases pertaining to the same and will further send you copies of certain leases which require to be taken from our bound volume. Should any other lots within these limits come to my notice you will be promptly informed of the same and I shall be glad to furnish you any information regarding lots in other localities which you may desire.

I remain

Your Obed'nt Serv't

J.F.Brown
Agent Public Lands.

List of Enclosures.

Crown Leases Nos. 24, 30, 42, 54, 85, 87, 90, 91, 94, 95, 100, 166-B, and Sub-lease.
Loebenstein to Minister Interior.
Correspondence between Governor and Max Schlemmer referring to Schlemmer's proposal for the lease of Laysan Island for 99 years. Originals in the Archives of Hawaii

April 15, 1904.

Max Schlemmer, Esq.,
Honolulu.

Dear Sir:—

I beg to acknowledge receipt of your application for three islands, of April 14th, and have referred the matter to the Land Commissioner for a report.

Very sincerely yours,

Governor.
Hon. George R. Carter,  
Governor of Hawaii;  

Dear Sir:  

At the twenty-fifth day of March I sent in an application to Land Commissioner Pratt for three islands; and as I didn't receive any reply as yet and be leaving at the end of April for Laysan Island, I thought it would be my duty to write these few lines to you; in order for you to let me know whether I could have the Islands (as a good American Citizen) or whether you rather have Japanese Pirates to kill and demolish everything that is on them. Hoping to receive and answer to this.  

I remain,  
Yours Respectfully.  
Max Schlemmer.  
Good American Citizen.

Hon. George R. Carter, Governor of Hawaii,  

Dear Sir:  

At the twenty-fifth day of March I sent in an application to Land Commissioner Pratt for three islands; and as I didn't receive any reply as yet and be leaving at the end of April for Laysan Island, I thought it would be my duty to write these few lines to you; in order for you to let me know whether I could have the Islands (as a good American Citizen) or whether you rather have Japanese Pirates to kill and demolish everything that is on them. Hoping to receive and answer to this.  

I remain,  
Yours Respectfully.  
Max Schlemmer  
Good American Citizen.
Honolulu, T. H. Dec. 17, 1904.

His Excellency,

The Governor,

Executive Chamber,

Honolulu, Hawaii.

Sir,

Again referring to the question of Laysan Island, Lisiansky Island and French Frigate Shoals, I beg leave to advise, that in my opinion, I can make a living on them, provided I be granted privileges such that they will warrant me in undertaking the work.

At present the Islands are uninhabited; and are bringing little or no revenue to the Government. They are in the path of navigation. Vessels are liable to be wrecked there; and without assistance their crews necessarily would have to take to small boats to save their lives. The guano beds are practically exhausted, but there are a few pockets that can be profitably worked in a small way. Those Islands were formerly the breeding place for sea birds, but owing to the depredations of the Japanese, the birds are becoming scarce; and in a few years time unless protected, will be entirely driven away.

Believing that coconuts would grow there, nine years ago I planted two trees and they have grown well and are now commencing to fruit. All of these Islands can be planted thickly with coconut trees which would yield a considerable revenue; and further, would attract rain so that the Islands in time would become productive. I accordingly make the following proposition:

That I be granted a lease of Laysan Island, Lisiansky Island and French Frigate Shoals, for ninety-nine years on the following conditions:

I will agree for ten years to plant each year not less than one thousand coconut trees.

EXECUTIVE DEPARTMENT

RECEIVED

DEC 19 1904

ANS'D.

HONOLULU, HAWAII
I will agree to pay a royalty of fifty cents per ton on all guano taken from these Islands.

I will agree to protect the birds; but ask for the privilege of killing annually the number stated in my previous letter; the skins of the birds to be turned over to the Territorial Government for sale, and a royalty of ten per cent of the net realizations from the sale of the skins to be retained by the Territory, the balance to be paid to me.

I will agree to maintain my residence on Layton Island; but when for business reasons or for other necessary purposes it becomes necessary for me to leave the Island, I will keep someone there to render assistance to ship-wrecked sailors.

I will agree to maintain a schooner of not less than fifty tons gross register for communication between these Islands and Honolulu; which schooner shall be at the service of the Territory in case it becomes necessary to bring ship-wrecked people to Honolulu, at a reasonable price, to be agreed upon.

For the first ten years would render no revenue and for this reason I ask that no rent be exacted during that time. For the balance of the period I will agree to pay an annual rental, in advance, of fifty dollars per annum.

While this is a small amount, I am a poor man and am risking all that I have in the world, as well as my entire time, in this venture. Should I be successful, I am entitled to a profit commensurate with the risk I am taking. Should I fail, the Government loses nothing. In undertaking this work I am practically maintaining a life-saving station free of cost to the Government; and am making a thousand blades of grass grow where no blades grew before.

I beg leave to refer to Messrs. H. Hackfeld & Co., F. A. Schaefer & Co., and to J. L. Wight especially. I have resided on these Islands over thirty-one years, and I believe, have many friends. I have a wife and
eight children, four of whom were born on Layaa Island. I will use my best endeavors to employ laborers who have families so as to populate the Islands as quickly as possible; giving Polynesians the preference. Consequently, in making my residence there, it is no experiment, as both my wife and children, as well as myself, love the place.

Should a term of lease for ninety-nine years be impossible, under existing conditions, and should you consider this proposition favorably otherwise, I respectfully ask that you submit it to His Excellency, the President, with a view to securing a special act of Congress that will confirm to me this right. I expect to gain but little myself in this undertaking, but would like to leave to my children a heritage through which they can reap the result of my labor.

I would say, in this connection, that I am a naturalized American citizen.

Very respectfully,

May Schlemmin
His Excellency

Governor G.R. Carter

Dear Sir:

I received your letter of the 23rd inst. and I thank you a thousand times. Should I be selected as sheriff on the Leeward Islands I assure you that I will do my duty faithfully to the territorial government, so that it would be an honor to you and me also. As far as the bird killing concerns if the government wishes me to find a market for them it is up to you or Mr. Pratt to set a certain price saying how much the government would want if I undertake the matter myself. Hoping to hear of you or Mr. Pratt later on I wish you a Merry Christmas and a Happy New Year.

I remain yours,

Very Respectfully,

Max Schlemmer.
MAX SCHLEMMER,

Under date of December 17, 1904.

Proposes that he be granted a lease of Laysan Island, Lisiansky Island and French Frigate Shoals, for 99 years, on

Condition that he will plant not less than 1,000 cocoanut trees each year for 10 years;

He will pay a royalty of Fifty cents per ton on all guano taken from these Islands;

He will protect the birds, but wants the privilege of killing the numbers stated in attached list; skins to be turned over to Territorial Government for sale subject to a royalty of Ten per cent of net realizations - the balance to be paid to Schlemmer.

He will maintain residence on Laysan Island keeping somebody there to aid ship-wrecked sailors when it is necessary for him to leave the Island on business, etc.

He will maintain a schooner, of not less than Fifty tons gross register, which shall be at service of Territory to bring ship-wrecked people to Honolulu at a reasonable price to be agreed upon.

That no rent be exacted during the first Ten years; for balance of period to pay Fifty (50) Dollars per annum in advance.

Will employ laborers with families if possible, giving preference to Polynesians.

Should the foregoing proposition be impossible, he suggests submitting it to the President to secure a special Act of Congress to confirm the right.


Accompanying documents: Six letters from Commander Thomas of "Albatross," mainly of personal nature but indicating that Mr. Schlemmer rendered good service to the vessel in her work.
One letter from Commissioner Bowers, of U. S. Fish and Fisheries Commission, June 18/1902, thanking Mr. Schlemmer for "valuable assistance furnished to the scientific staff and officers and men of the 'Albatross' during their stay at the island of Laysan".
In the matter of the Max Schlemmer lease, dated February 8, 1909, involving the islands of Laysan and Lysianski, and forming the subject of your letters of April 30, 1909, and October 8, 1909, you are advised that in the judgment of this Department the lease in question is invalid and confers no leasehold rights whatever on Mr. Schlemmer.

The executive order of February 3, 1909, constituted an appropriation of these islands to the use and purposes of the federal government: they were "taken", to adopt the language of Section 91 of the Organic Act of Hawaii, "by direction of the President."

This action terminated territorial control; at least, to the extent that the Commissioner of Public Lands, on February 8, 1909, was without jurisdiction or authority to execute the lease to Mr. Schlemmer. Hence the lease now held by the latter is without the slightest efficacy. Mr. Schlemmer should be so informed and, at the same time, requested to return his copy of the lease that cancellation thereof may be duly entered on your records.

Very respectfully,

[Signature]
Secretary.
SPECIAL COASTING LICENSE.

Under the provisions of Act 4 of the Republic of Hawaii; approved August 30th 1894, permission is hereby granted to the German Bark H. HACKFELD, J. A. BARBER Master to proceed to the (LAYSAN) Island of LYSAN and return with Freight and Passengers under the conditions of his bond of even date herewith.

WITNESS my hand this 27th day of March A. D. 1896.

_____________________
J. A. King
Minister of the Interior.
LAYSAN ISLAND (History)
LISIANSKI ISLAND (History)

(On Index sheets evidently the materials referred to as: Governor to Capt. W.V.E. Jacobs 4 Jan. 1910. USNRC Thetis. Sending copies of agreement between Max Schlemmer and a Japanese; letter of Admiral Terry and Lt.Com. Rodman to Navy Dept., referring to above islands.)

(Japanese stamp, 5 Sn)

(COPY)

AGREEMENT.

The following Agreements entered into by and between Max. Schlemmer of the City of Honolulu, Territory of Hawaii, party of the first part, and Genkichi Yamanouchi of the City of Tokyo, Japan, Party of the Second Part.

1st. That the party of the First part, who has been, at present, granted, by the Pacific Guano and Fertilizer Company, the right which expressed by Virtue of the "Agents Commission"delivered to him by the said Company or may be, hereafter, authorized by Virtue of the lease of the Islands of Laysan and Lisianski by the Government of the United States of America duly recognizes to confer the party of the 2nd Part the privilege of securing and removing, and selling freely phosphate, Guano, and any Products of whatever nature in and from the Islands of Laysan and Lisianski.

2nd. That the Party of the Second Part duly agrees to pay monthly in the City of Honolulu, Territory of Hawaii, the sum of One Hundred and Fifty Dollars in Gold ($150) in the compensation of above mentioned privileges of the Party of the Second Part.

3rd. That the Party of the First Party duly recognizes the liberty of the Party of the Second
to use and utilize freely all the properties and establishments be and situated in the Islands of Laywan and Lisianski.

4th. That the Party of the First Part shall protect and assist fully the execution of the above mentioned privilege of the Party of the Second Part in the Islands of Laywan and Lisianski and shall enforce strictly the Police Power which was authorized to the Party of the First Part by Virtue of the "Police Constable's Commission" as annexed, especially overseeing any other people who would come to the said Islands and infringe the privilege of the party of the Second part.

5th. That the Party of the First Part expressly understood and agreed that the privileges conferred thereby shall not be assigned or transferred to any other persons or corporations without the written Consent of the Party of the First Part.

6th. That it is mutually agreed by the both Parties hereto that this Agreement shall remain in full force and effect for the Term of Fifteen Years (15 years) after this date mentioned below.

Done in Duplicate, in English and Japanese languages, in Tokyo, at the 22nd day of the 12th month of the 41st year of Meiji corresponding to the 22nd day of December of Christian era (1908).
In witness whereof the both Parties hereto have hereunto set their hands.

First Part,
Max Schlemmer
Assignor

Second part., Genkichi Yamanouchi
Assignee.
Iprhiftei! of the Hawaiian Islands;

Section 1. That the right is hereby granted to the North Pacific Phosphate and Fertilizer Company and its assigns to mine for and remove in any part of these Islands, sulphur, sulphurous ores, and sulphur-bearing products and gases of any nature; provided however that said company shall make proper compensation to the owners of the land on which said operations are carried on.

Section 2. Said privilege shall be for the term of twenty years.

Section 3. Said North Pacific Phosphate Fertilizer Company is authorized to import free of duty all machinery plant and materials to be used by it in said mining or manufacturing operations and in the equipment of works for the manufacture of sulphuric acid and of fertilizers.

This Act shall take effect from the date of its publication.

Approved this 31st day of March A.D. 1893.

(Signed) SANFORD B. DOLE.
President of the Provisional Government of the Hawaiian Islands.

(Signed) J. A. KING,
Minister of the Interior.

ACT 24.

An Act to confirm a contract between the Minister of the Interior and C. N. Spencer and G. D. Freeth dated March 29th, 1890, and to authorize a lease of Laysan and Lisiansky Islands.

Whereas, the North Pacific Phosphate and Fertilizer Company, an Hawaiian Corporation, now holds a franchise from the Hawaiian Government for the removal of guano and phosphates from the Islands of Laysan and Lisiansky under certain terms and desires a lease of said islands in order to advantageously carry out said contract;

Be it enacted by the Executive and Advisory Council of the Provisional Government of the Hawaiian Islands that:

Section 1. That the right is hereby granted to the North Pacific Phosphate and Fertilizer Company of Laysan and Lisiansky Islands for the remainder of the term of said contract at the rate of one dollar per annum in addition to the royalty mentioned in said contract.

Section 2. That the Minister of the Interior is hereby authorized to execute a lease to said North Pacific Phosphate and Fertilizer Company of Laysan and Lisiansky Islands for the remainder of the term of said contract at the rate of one dollar per annum in addition to the royalty mentioned in said contract.

Approved this 31st day of March, 1893.

(Signed) J. A. KING.
Minister of the Interior.
Distress Note in Bottle
Found on Remote Isle

Local naval authorities are investigating a tattered, scribbled note which, apparently, four prisoners on a small Pacific island slipped into a bottle years ago and threw into the ocean.

The note was discovered recently on the tiny, deserted island of Laysan, 300 miles southeast of Midway island by John Perkins, second mate of the George Vanderbilt yacht Pioneer.

AFTER YEARS of floating on the ocean currents the note is barely readable. The message reads:

"4 men held prisoner on small island near Midway. Position unknown."

Four names are affixed to the end of the note but naval intelligence officers who examined it could only decipher "Pitee—", "A. C. Kiste—", "John L—", and "Lar—K."

THE ISLANDS of Kure, Lisianski, Laysan, and Gardner are the only ones close to Midway and they have been inspected regularly by airmen flying between Hawaii and Midway.

The mystery note, however, was sent to Washington, D. C., where it will undergo laboratory analysis by specialists to determine the complete names of the signers.

THE NOTE, officers said, might have been penciled by American seamen captured by the Japanese from a sunken ship as far back as 1941 and temporarily imprisoned on one of the volcanic islands near Midway before being transported to a prisoner of war camp.

The possibility that the authors of the note may be still alive was discredited by naval officers.

THE COAST GUARD hauled the men and their gear to the island on June 22. The Coast Guard is to pick them up, probably tomorrow, and bring them home.

The theory is that a tidal wave or shifting sand may wipe out the Laysan lagoon and the life of the Laysan teal. But it is a lonely mission, even with the radio.

"They are sort of ex-communado," said a Fish and Game official.

Robinson Crusoe Existence

2 Hardy Scientists On Lonely Laysan Mission

Laysan is a small, uninhabited island 900 miles from here on the way to Midway.

For the past 12 days two Hawaiian scientists have been living on Laysan like a pair of Robinson Crusoes, except that they have a nice tent, good fishing and trapping gear, a short-wave radio, and (ugh!) plenty of C-rations.

THEY ARE David Woodside, of Hilo, a biologist with the Division of Fish and Game, and Richard E. Warner, an entomology assistant with the Hawaiian Sugar Planters Assn.

Their mission on the lonely 2 by ¼-mile isle is to capture three pairs of the rare Laysan teal (a type of duck) which lives in and around Laysan lagoon and apparently doesn't care to live anywhere else. If they capture the teals, the birds will be brought here to see how they like boarding on Oahu.

FOR MR. WOODSIDE, a bachelor, the mission is just another assignment.

But for Mr. Warner, who volunteered to go on the job for no pay, it's a chance to do his bit for science and a chance to see what it's like far, far off the beaten track. Mr. Warner has a wife, Ruth, a private nurse in the surgical department at Queen's Hospital, and two children.

A bird man and an animal man, Mr. Warner has done studies of birds and rabbits on Rabbit Island. He couldn't turn down the chance to go to Laysan, even though it means, poof, there goes his vacation time.

THE COAST GUARD hauled the men and their gear to the island on June 22. The Coast Guard is to pick them up, probably tomorrow, and bring them home.

The theory is that a tidal wave or shifting sand may wipe out the Laysan lagoon and the life of the Laysan teal. But it is a lonely mission, even with the radio.

"They are sort of ex-communado," said a Fish and Game official.
LOG OF THE THETIS
20 Aug 1910  "Received from Pacific Commercial Cable Company per
transportation to Midway Island, eight boxes of
supplies for station there."

Thetis - 1910. C. S. Cochran, C.O.

23 Aug 1910. Underway 0910

tion on Bird. [No landing made]


26 Aug. Gardiner I. abeam 1545

29 Aug. Sighted Pearl and Hermes Reef 1300. SE island abeam 1445.

4-6 p.m. steaming various courses around eastern and northern
edge of reef: no sign of human habitation on Reef.

30 Aug. Sighted Sand Is., Midway 0645; anchored off Midway 1030:

received mail, sent in 3 men for cable station. Underway at 1920.

1 Sep. Sighted Lisianski at 1030; anchored 1245. 1700 sent in boats
to investigate island - no signs of human habitation 1645.

Notices regarding the bird reservation still intact. Underway
1700.

2 Sep. Sighted Laysan 1130. Anchored 1345, sent in boats; returned
1555. Officers reported no signs of human habitations and that
notices setting aside this island as a bird reservation were
still intact.

4 Sept. 1650 Anchored off French Frigate Shoal; sent boats to main
islet and sand banks; no sign of human habitation on main
island; great numbers of birds on rock (Le Perouse?): gunner
having landed on rock found that the banks
reported sand bank had been recently occupied, traces of fire
still showing and some dead turtles; no signs of birds having
been molested.

Up anchor at 1950.
5 Sept. Sighted Necker 1300

6 Sept. Sighted Bird 1055 - there being no sign of human habitation on the island.

7 Sept. Sighted Kauai 0700.

8 Sept. Sighted Oahu 0200. Anchored by 1035.

Toujin Maru in Honolulu 21 Sept 1940 - American steamer
W.C. Hall working Hawaiian area this period.
Log of Thetis - January 1910. Capt. W. V. E. Jacobs, USRCS

11 Jan 1910. 0810 left harbor

12 January 1105 stood various courses along Bird Island, landing impossible owing to surf on beach. No birds of any kind were visible around the island.

13 Jan. 0830 off Necker - landing was impossible on account of surf on beach; no birds of any kind visible around the island.

16 Jan. 1637 anchored off Laysan

1650 sent landing party ashore armed to make investigation of island and to ascertain if there were any poachers.

1745 Boat officer reported 15 Japanese on shore together with a large quantity of feathers and wings and stuffed birds ready for shipment. Operations were conducted under reported leave from Max Schlemmer, of Honolulu, to Geukichi Yamauochi of Tokyo, Japan.

17 Jan. 0825 sent cutters ashore in charge of Lt. Wilcox to arrest and bring on board the Japanese on Laysan Island, together with the plumage in their possession.

During the day arrested and brought on board from Laysan Island the following Japanese under authority of Department letter of December 3, 1910: Masayoshi Houme, Heisahuro Teramoto, Ichigo Kato, Takimosuke Ishii, Sayiro Takagawa, Shiro Izu, Yozairuono Asanuma, Sukeshiro Mase, Shosshuro Ebihara, Katsuziro Nanami, Rikitaro Kikuhi, Togi Horikoshi, Shiro Watanaba, Shohichi Tzuzi and Shihamoshi Shunada;
under same authority also 65 bags bird wings, 28 bags feathers, 3 small bags feathers, 2 boxes stuffed birds, 2 boxes of merchandise belonging to company, 7 bales of rice and bedding, cooking utensils and etc. belonging to the Japanese. The following documents were taken into custody by the Commanding Officer from Masayoshi Houme in charge of the party of 14 Japanese laborers; Agents' Commission from Pacific Guano and Fertilizer Company, to Max Schlemmer, dated May 6, 1904; Police Constable's Commission for county of Oahu, and western group of islands dated May 13, 1907; A form of contract between Max Schlemmer of Honolulu and Geukichi Yamanochi of Tokyo for rental of Laysan and Lysianski Islands, also a form of agreement between same parties as to conditions under which the islands are rented.

18 Jan. Crew on shore sacking loose feathers and boating same off to the ship. Received on board this day, 13 bales of feathers and one sack of bird skins. Sent officer on shore to take an inventory of articles remaining there. Several piles of wings were too decayed to bring on board; removed covering from them to assist in completely destroying them, so no one else would remove them from the island.

1630 underway.

19 Jan. 0932 anchored off Lisianski, sent 2nd cutter in charge of Lt. Wilcox ashore to investigate conditions on the island. 1300 sent 1st cutter in charge of Gunner H. E. Smith to assist Lt. G. E. Wilcox who had been sent ashore to make an investigation
on island and seize all plumage found. Crew boating off
men and plumage. 1540 2nd cutter returned with 4 Japanese
poachers and 17 bales of birds wings, seized under authority
of Department order of December 3, 1909.
1710 second cutter returned bringing 4 Japanese poachers
and their household effects; the Japanese were arrested under
authority of Department order of December 3, 1909, and brought
aboard during the day were Nichichij Odaka, overseer, and
Sukemitsu Kuyono, Magosaburo Neda, Gonzo Iwamoto, Shotara
Yasuwha, Kinsaku Miura, Isarakichi Saito and Kamaru Kamugusuhu.
K. Miura was brought aboard sick and was isolated as far as
possible.

20 Jan.
0700 lowered 2nd cutter and sailing launch and sent them ashore
to bring off remainder of plumage. Fourteen men and ten
Japanese in charge of Gunner H. E. Smith working on shore,
transporting plumage from storehouse to beach and loading small
boats.
received during the day a total of 19 bales of bird feathers,
1 box of birds wings 1 box of stuffed birds and 48 bags of
birds wings.

21 Jan.
0752 sighted a vessel on starboard bow, stood for it ascertained
vessel to be a brigantine
0905 sighted southeast Island P and H
1210 anchored off P and H send 2nd cutter in charge of Lt.
Ahern to investigate conditions of islands. Lt. Ahern reported
being landed on a sand island covered with seal and birds of
all descriptions; no sign of human habitation.
22 Jan.  1045 anchored off Midway sent in mail to Cable Co. and received same bound for Hono. No vessels seen at Midway since Jan. 1, 1910.

23 Jan.  0745 anchored at western side of reef Ocean Island

0800 sent 2nd cutter in charge of Gunner Smith to investigate conditions on islands

1210 the cutter returned, having landed on Green and Sand Islands; found a number of sea lions and numerous birds on Green Island. There were no inhabitants on either island and no signs that people had landed there recently. Posted on Green Island a copy of Executive Order designating these islands as a bird preserve.

2040 anchored off Midway

24 Jan.  1045 underway from Midway

26 Jan.  1428 anchored off Laysan, sent Gunner H. E. Smith with 2nd cutter ashore to investigate conditions on island and to see that remaining feathers and wings were destroyed.

27 Jan.  Skirting Maro and Dowselt Reef did not see any land or rocks above surface of water, simply breakers; no birds of any kind observed.

28 Jan.  2045 anchored at FGS

29 Jan.  0700 sent 2nd cutter in charge of Gunner Smith to investigate conditions on island at FFS. Found it impossible to land on island, large quantities of birds nesting there.

31 Jan.  1545 Kaula

2 Feb.  anchored at Hono.
US District Attorney Brechons, US. Marshall Hendry came on board with newspaper reporters, photographers, and customs house officials reported on seizures made on Laysan and Lisianski to US. District Attorney Brechons under Department instructions Jan. 31 1910. Turned over to U.S. Marshall Hending the Jap.
Log of Thetis - 1904. Capt. O.C. Hablot USCG, Ernest F. Mead 2nd Lt.

8 June 1904. Underway and out of harbor at 1:55 p.m.

9 June. Sighted Bird I. 3:40 p.m. Passed Bird I. 6:20 p.m.

11 June. Sighted Gardiner I. 2:00 p.m.

12 June. Stopped engine and sent mail to ach. Robert (?) Lewers of Laysan Island

14 June. Anchorage off Seward Roads Midway Island 7:55 a.m. Visited with Commandant of Marine Guard, C.O. visited cable station; landed mail and freight; landed Mr. George Warner; received mail for Hon.

Underway at 6:15 p.m.

16 June. Sighted Lisianski 5:20 a.m. Landed on Lisianski and at 11:00 a.m. began rounding up Japs. Began transporting them to the ship.

Underway for Hono 7:35 p.m. Left feathers and packed birds on Lisianski; stayed only 12½ hours.

17 June. Sighted Laysan 6:45 p.m. Stopped offshore 7:45 p.m. Sent boat ashore, received mail.

19 June: 6:30 a.m. Sighted Gardiners I.

20 June. 3:40 p.m. Passed Necker.

22 June. Kauai and Ni’ihau in sight 6 a.m.

23 June. 7:40 a.m. anchored Hono. Harbor

24 June. Transported Japanese to immigration wharf, finishing at 3 p.m.; supplied them with available portion of ship’s rations that could be spared and replaced same on emergency voucher at a cost of $47.15.
Log of Thetis - January 1910. Capt. W. V. E. Jacobs, USRCS

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1630 underway.

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20 Jan. 0700 lowered 2nd cutter and sailing launch and sent them ashore to bring off remainder of plumage. Fourteen men and ten Japanese in charge of Gunner H. E. Smith working on shore, transporting plumage from storehouse to beach and loading small boats.

received during the day a total of 19 bales of bird feathers, 1 box of birds wings 1 box of stuffed birds and 48 bags of birds wings.

21 Jan. 0752 sighted a vessel on starboard bow, stood for it ascertained vessel to be a brigantine

0905 sighted southeast Island P and H

1210 anchored off P and H send 2nd cutter in charge of Lt. Ahern to investigate conditions of islands. Lt. Ahern reported being landed on a sand island covered with seal and birds of all descriptions; no sigh of human habitation.
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31 Jan. 1545 Kaula

2 Feb. anchored at Hono.
23 Aug. "received on board for transportation to Midway Island, Mr. D.L. Stewart, operator, and O. Marishita and O. Kawano, laborers, there being no other alternative means of transportation. Underway 0910.

1910

10 Jan. "received on board for transportation to Midway Island, one large and one small sack of mail.

12 Jan. 0920 sighted Bird Island.

14 Jan. 0813- Gardner Island abeam - distant 1.4 miles - landing was impossible - No birds were visible around the island.

16 Jan. 1442 - Laysan sighted

17 Jan. - made one of the Japanese boats fast astern, မုဘွိုင် hoisted other. Crew boat off plumage and stowing same.

19 Jan. 0815 - sighted Lisianski

Log of the Thetis for May 1910, H.W. Pope, 1st. Lt (Commanding Officer)

14 May 1100: underway from Honolulu.

15 May 1840: sighted Bird Island, passed at 2106

16 May 1515: sighted Necker

17 May 1800: sighted French Frigate Shoals
2345: sighted Gardiner Island - abeam at 0120 following day.

19 May 0700: sighted Laysan Island. 0800: standing around Laysan Island. 1000: anchored off Laysan. "Sent officer and boat crew in to Island to observe conditions ashore. 1200 boat returned, officer reported conditions on island were practically unchanged " 1300 - Sent boat ashore again for sand. 1655: boat returned and was hoisted.

20 May 0715: got underway from Laysan.

21 May 1359: sighted Gardiner Island. 1617: Gardiner Island abeam.


23 May 0835: sent second cutter in charge of an officer to ascertain conditions on Necker Island. 1120: second cutter returned; officer reported having landed on East Cove. Necker Island, no signs of present human habitation on island, but myriads of sea birds of all descriptions. 1125: up anchor and steaming various courses to northwards and westward of island.
23 Aug. - received on board for transportation to Midway Island, Mr. D.L. Stewart, operator, and O. Marishita and O. Kawauo, laborers, there being no other alternative means of transportation. Underway, 0910.

24 Aug. - Lehua I. abeam 0335. Bird I. 1835 "There was no sign of human habitation on Bird [No landing made]."

25 Aug. - Sighted Necker on port bow at 1300.

26 Aug. - Gardiner Island. abeam 1545.

29 Aug. - Sighted Pearl and Hermes Reef 1300. SE island abeam 1445. 4-6 p.m. steaming various courses around eastern and northermends of reef; no sign of human habitation on Reef.

30 Aug. - Sighted Sand Is., Miway 0645; anchored off Midway 1030; received mail, sent in 3 men for cable station. Underway at 1920.

1 Sept. - Sighted Lisianski at 1030; anchored 1245. 1300 sent in 2 boats to investigate island - no signs of human habitation 1645. Notices regarding the bird reservation still intact. Underway 1700.

2 Sept. - Sighted Laysan 1130. Anchored 1345, sent in boats; returned 1555. Officers reported no signs of human habitations and that notices setting aside this island as a bird reservation were still intact.

5 Sept. - Sighted Necker 1300.

6 Sept. - Sighted Bird 1055 - there being no sign of human habitation on the island.

7 Sept. - Sighted Kauai 0700

8 Sept. - Sighted Oahu. Anchored by 1035.
Theia - 1911. C. G. Cookson

17 April 1911. Passengers Prof. H. B. Dixl, Mr. C. A. Corwin, Mr. C. Albrecht, Mr. H. C. Young, Prof. W. A. Bryan

1515 underway.

18 April 2048 Bird I. abeam

24 April. 1000 sighted Laysan anchored at 1220. Scientific party ashore. 1655 up anchor and away.

26 April. 0850 sighted Midway. 1100 anchored. 1840 got underway.

28 April. 1200 sighted Lisianski. 1250 anchored Lisianski; crew sent in to check island, reported no indications of the island being recently inhabited and that conditions were practically unchanged. 1325 underway

30 April. 0500 sighted Laysan. 0650 anchored. Bryan and mail picked up. Lost both anchors. 1000 underway.

6 May. Anchored Honolulu 1320.
Log of the Thetis for June 1911 C.S. Cochrane
Log of the Thetis for April 1912  C.G. Cochran

17 Dec. 0907 passed Bird I.

18 Dec. 0715 sighted Necker; stopped at Necker but unable to land due to heavy surf

19 Dec. Anchored off French Frigate Shoal 1100 scientific party sent ashore; no evidence of recent habitation on any of the islets; underway by 1600

21 Dec. Sighted Laysan 1555. Anchored 1730; sent one cutter in; cutter returned reporting surf too rough for landing got underway again


24 Dec. 1912. Stood along edge of reef(P & H) at 0810;0936 stood to entrance of stoll, sent in cutter to investigate islands; sent second cutter to investigate what appeared to be a wreck - reported large log imbedded in the reef and sticking up about 4 ft.; 1st cutter returned, underway by 1630.

25 Dec. Sighted Midway 0600, cable station signaled her impassable, signals exchanged "Merry Christmas" "Same to you all" "Arrival reported by telegraph" "Thank you"

26 Dec. 0845. Anchored in Seward Roads. Delivered mail and supplies, received mail, H. W. King came aboard; got underway 1055
29 Dec. Sighted Laysan 0710.

31 Dec. Made landing at 1010, returned with Falloway; Salisbury left the vessel; headed east by 1540.

5 Jan, 1913. Bird I. abeam 0730

6 Jan. Kauai sighted 1030

7 Jan. Entered port Honolulu. Frear, Lindsay, Falloway and King departed.
Mrs. Winthrop going to Midway.

8 March 1913  Out of harbor by 1725.

10 Mar  Standing off Laysan waiting for surf to calm

11 Mar  Cutters sent in to bring party off island; all persons removed from island, underway by 1250

12 Mar  Sighted Lisianski 0900; 1155 sent in cutter with two officers and two scientists; conditions on the island found to be unchanged except that there was a large increase in the number of rabbits found. Laysan party liberated 45 wingless Laysan rail birds toock the island. Obtained rabbits for fresh meat and one hear seal skin. Underway by 1800

13 March 1913  12:00 standing along eastern side of Pearl and Hermes.

Sea too rough for landing.

14 March  Anchored in Seward Roads, Midway at 1005; cable station launch came alongside; delivered mail and stores; Mrs. Winthrop left.

Underway by 1757.

15 March 1913. 0830. Stood at entrance to Pearl and Hermes; scientists in in two cutters; cutters returned and ship underway by 1635.

Willett.

19 March 0610 sighted Necker. 0858 sent in cutter to attempt landing; party went ashore in West Cove by swimming; returned and underway by 1240.

20 March 1700 Bird I. abeam

22 March  at anchor Hono. 1725. Salisbury, Willett, Bailey, Wallace left ship
5 Sep 1914. Underway and out of harbor at 1700. Mr. Carl Flschner aboard for cruise.

7 Sep Bird I. off port bow 0615 stood into anchorage of south side of Bird I at 0706; two boats sent ashore, landing made by swimming; returned at 1045 with rock specimens for Flschner; no signs of poachers on island. Underway by 1100.

8 Sep Lowered boat at Necker 0815; anchored 0845; boat returned at 1150; many rock specimens taken; no signs of poachers; underway by noon.

9 Sep Raised French Frigate at 0600 anchored near USS Rainbow at 1010; underway by 1415.

11 Sep Made Leyzen I. off starboard bow at 0720; came to anchor by 0920; sent both cutters and the dinghy ashore. Found no evidences of poaching; found the number of rabbits greatly decreased, and saw no albatross. Mr. Flschner obtained samples of minerals; underway at 1630.

12 Sep Lisianski abeam 1045. 1200 fired 21 gun salute, 1230 anchored; sent both cutters ashore; saw no evidences of poaching. Saw a great many black and grey tern and frigate birds, a few curlew. Practically no rabbits or turtle were seen. Underway by 1545.

13 Sep 1914. Standing around eastern and northern ends of Pearl and Hermes reef; anchored at 1025; boat sent to north sand spit. No signs of poaching; saw about 40 hair seals, and a few turtles. Noticed a great number of dead frigate birds and a few live ones. Underway by 1810.
14 Sep 0750 made Midway; anchored at 1025; received party from cable station, granted liberty, exchanged mail, took on sand and ice; underway by 1715.

23 Sep Tied up at Pier 16 at 1000.
Thetis - 1915.

16 Mar 1915  Stood out of harbor at 1620.

18 Mar  Anchored off Bird I. at 0825. 1st cutter in to West Cove, then
3 other boats also; 1st cutter seriously damaged in landing -
coxswain injured. Underway by 1440

19 Mar  Standing off Necker 1800; too rough to lend, continued on at 1830.

20 Mar  Anchored in French Frigate Shoal 0904; party visited saw islet
estimated 500 albatross, some boobies and tern on this one islet.
Caught one turtle.

21 Mar  Stood out for rock (Is Perouse?) at 0518.

23 Mar  0607  Leysan ahead; anchored at 0817; sea too rough for landing;
got underway at 1116

24 Mar  Anchored off Lisianski at 1410; party sent ashore; party returned
1815 - observed large numbers of albatrosses, frigate birds, boobies,
tern and shearwaters. Very little vegetation on island., and
very few rab its seen.

25 Mar  0650 officers landed on island; boats returned 1735; underway
by 1804.

26 Mar 1915  Standing along eastern side of Pearl and Hermes Reef, no
landing possible on account of heavy surf breaking on reef;
underway by 1400.

27 Mar  Midway light ahead 0553. Sighted Ocean I. off starboard bow
0945; anchored off reef at 1150; sent in 2nd cutter but landing
not possible due to heavy surf.

28 Mar  Dinghy away and in to Green I. at 0815, back at 1420. A good
boat passage was found and officers went in through the south side of the reef at the western end of Green I. The island has changed considerably from that shown on chart #4. A long wide sandy spit makes off to the westward and runs parallel to the reef and only a short distance from it. The chart does not show this.

29 Mar Parted anchor while leaving on chain; stood off for Midway at 1152. Anchor lost. Left tangent reef SS0W. Right tangent reef S410W. Raised Midway at 1635.

30 Mar Unable to take passengers of Midway because of surf. Underway at 2020.

31 Mar Raised Ocean I at 0430. Recovered anchor and chain lost earlier. Raised Midway at 1150. Anchored in Welles Harbor at 1305. 2nd cutter took Mr. and Mrs. Morrisson and child off. Underway at 1600

1 Apr Passing northeast boundary Pearl and Hermes Reef surf too heavy to attempt crossing to lagoon

3 Apr Raised Laysan 0825. Sent in dinghy at 1025, officers landed by swimming, returned 1150, stood various courses off island in afternoon. Officers who visited the island reported that poachers had again raided the island for feathers. Dead birds were found in piles of five to ten and even 40 or 50. The breast feathers only were taken from the birds. In some cases the dead birds were found with the fleshy parts of the breasts cut away. 200,000 birds were estimated dead and rotting on the island. Laysan
Albatross was the chief sufferer with others possibly in the following order: black-footed albatross, frigatebird, booby.

Underway 1640.

4 Apr Raised Gardiner I. 1610. Passed Gardiner I. 1642.

6 Apr 1615 sighted Bird I. 2030 Passed Bird I.

8 Apr Moored Hono harbor 0925.
Thetis - 1916

With Hunter on this trip. Collected type of ultima on Niihoa 12 Feb.

24 Jan 1916 1401 left Hono

26 Jan 0628 sighted Bird I. 1029 passed Bird I.

27 Jan 1215 sighted Necker. 1625 stopped, lowered boat. 3 officers landed in East Cove. 1730 cutter returned, underway.

28 Jan 0618 sighted rock, French Frigate Shoals, anchored off principal sand islet 0921, boat in. Found no evidences of poaching and found birds more numerous than last year. No turtle found. Underway 1607.

30 Jan 1635 sighted Laysan I., anchored off Laysan 1810.

31 Jan At anchor off Laysan. A number of Wedge-tailed Shearwaters flew on board, attracted by the vessel's lights. One laid its egg on deck. 0845 up anchor, various courses around Laysan.

2 Feb 1335 sighted Pearl and Hermes Reef. 0810 1st cutter to make landing on SW island, dinghy to nest sand island to east; 1050 both boats returned; 1150 1st cutter went ashore at Southeast I. 1415 cutter returned - underway.

5 Feb 0822 Lisianski sighted. 0940 anchored off west boat passage; 0955 cutter ashore. 1245 cutter returned - underway.

6 Feb 0800 sighted Laysan. 0845 sea too rough for landing. 1735 anchored off east side.

7 Feb Underway at 1652. Steaming around Laysan

8 Feb Steaming around Laysan.

9 Feb Anchored 0729; 0900 party landed, returned at 1445. Underway at 1500

10 Feb Raised Gardiner I. 1412. 1623 passed close to Gardiner I.
11 Feb  1220 sighted Necker.  1450 dinghy sent in; returned 1735; underway 1742.

12 Feb  0645 made Bird I.  1150 Bird I. a eam, sent in dinghy, returned 1555, underway 1600

13 Feb  Moored Hono at 2055.
<table>
<thead>
<tr>
<th>LS#</th>
<th>Inclusive Dates of Visit</th>
<th>Southeast</th>
<th>Bird</th>
<th>Sand</th>
<th>Kittery</th>
<th>North</th>
<th>Humphrey</th>
<th>Grass</th>
<th>Seal</th>
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<td>Feb. 26-Mar. 8, 1963</td>
<td>X</td>
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To: Commandant, 14th Naval District.

Subject: Cruise of the U.S.S. Moomoo among the Islands of the Hawaiian Group.

References: (a) Corps. Orders 4590 of 8-20-18
(b) " " (supplementary) 4421 of 8-29-18

1. In obedience to orders, references (a) and (b), I have to report as follows upon the cruise of the U.S.S. Moomoo among the Islands of the Hawaiian group as far as the ocean (Karo) Islands and return:

August 31, 1918.

At 11:30 a.m., let go mooring lines and got underway, stood out to sea along Waiman Range to Keam Point. Course set for Bird Island, passage to the Northward of Kauai. Sea smooth, light N.E. winds at intervals. Proceeding by sail and engine.

BIRDS:

One or two black-footed albatrosses seemed to follow vessel from outside Pearl Harbor all the way. One or two birds (nicknamed by sailors "peepu Birds") which correspond to description by biologists Homer R. Dill and W.A. Bryan in their report of expedition to Laysan Island in 1911, of the "Red Tailed Tropic Bird", red beak, red footed and elongated reddish hue tail feathers, were also seen at times.

September 2, 1918.

At 5:00 a.m., passed a large steam headship which from radio operator's listening a regime was believed to be The S.S. COMUSA, owned by the law, a vessel running between the United States and the Orient. The most noticeable feature of her passing was the sound to be off the usual course and under steam, as it was calculated she passed about ten or fifteen miles to the Northward.

At 9:00 a.m., sighted Bird Island.

BIRDS:

Black-footed albatrosses of the approach were more numerous and were joined by white birds.
the same species, a few scaly terns, wedge-tailed shearwaters, when closer to the island one or two white terns were observed flying well away from the larger birds. One small black bird was noticed flying close to the water at about the same distance away as the white terns, but did not fly near enough to determine the species. probably a pair of some sort. Some 'nest' birds, though very few indeed, flew over the vessel at times while in this vicinity.

ACtIVITIES;

When within about fifteen hundred feet from the beach, sails were lowered and preparations were made for landing, but it was decided that landing was unsafe, owing to a heavy featherly swell on the lee side. The coast line however was followed in a south easterly direction around the island, off shore about one thousand feet, and no signs of wreckage, visitation, or life, excepting bird life was visible, though bird life was in vast numbers, almost clouding the sky above the island.


September 3, 1910;

No shipping since yesterday's log. Weather calm. No wind. Sea smooth. Proceeding by engine. Heavy southern swell continues. Sighted Becker Island at 12:30 p.m., and dropped anchor at 5:45 p.m., on the lee, south-western side, of island.

BIRD LIFE;

Black-footed albatross seem to have departed, though the white species remained in numbers with us the entire distance to Becker Island.

At or about a fifteen mile approach an entirely new species of bird was observed. A black feathered bird, some what large, with a white circular spot in its breast. This bird flew high above the rocks and made no attempt to come closer, other birds did not molest him in any way and kept well out of his reach as seemed, for he flew all alone. Biological survey bulletin of the Expedition of 1911 contained no description of this bird, but is believed to be the anti-war bird mentioned by them, commonly called "private bird" by sailors. Many more birds appeared as we drew closer to the island, one or two white terns were conspicuous at a distance as we approached. When at anchor birds of all kinds en-circled the vessel. Great quantities of young birds
were also observed, who flew very close to the
vessel and were not easily frightened. The
following were identified easily: Scotty-backed
tern, gray-backed tern, white tern, red-tailed
tropic birds, red-footed boobies and curlews.
This island was even more conspicuously a bird
island than the last visited "BIRD ISLAND", as
they were in greater quantities and constant
streams of birds seemed coming and going from cut
the rocky sides of the island. The lee or South
side of this island seemed honey-combed with
rockeries and the easily discernable condition of
the face of this cliff gave evidence of complete
possessions by these birds. They were tame and
quite curious concerning us, flew on the ship at
was allowing themselves to be caught by the
tails when resting upon the rocks. A conservative
count of the bird life of this island, cal-
culated upon basis of square yards would easily
be twenty or twenty-five thousand.

ACTIVITIES:
Sailed around this island in a North-
easterly direction, about 600 feet off shore, keep-
ing a close lookout for any signs of trespasses,
poachers, or visitation on the part of any one, and
with the exception of those who created the flag
pole, the island appeared to be deserted. No land-
ing was attempted because of the heavy swells break-
ing over the rocks at the only point of safe land-
ing. While at anchor fishing lines were cast with
some success, some fishing in shallow water and
and came in deep. Several gut fish resembling the
Hawaiian "hua" were landed. Non-eating sharks seemed
to abound in plenty, though of small size, and two
were caught and killed before the smaller fish could
be ceased to come near enough to be hooked. We were
in about fifty feet of water and the bottom could
be seen without trouble.

At 6:45 p.m., cleared NECKER ISLAND, course
set W by S for FRENCH FRIGATE SHOAL. Weather calm
and no wind. Sea smooth. Heavy Southern swell
continued.

September 4, 1919.
No wind during night of 3rd and very little
headway made. By fishing sighted. Moderate breeze
this morning and weather threatening squalls. After
hours sun came out and breeze died out. Proceeding
now by engine.
At 9:50 p.m., sighted small isle marking beginning
of FRENCH FRIGATE SHOAL. Passed this isle and head-
ed for narrow sandy beach beyond.
water seemed very bare running from five to twenty fathoms. At 6 p.m., we go anchor in about nine fathoms of water, five hundred feet off shore where we remained overnight. At midnight, several fairy good sized one-eyed penguins were observed and great quantities of large fish morn with the usual on all sides as far as the eye could see.

November 5, 1909.

Making:

The isle making beginning of bunch of piles small one, about one hundred and twenty feet high, composed of layered rock and no vegetation could be noticed growing upon it. On the southern portion of this isle there is a tripod containing a flag pole, probably erected by some expedition or survey party in the past. The narrow beach beyond, upon which we landed was composed of white sand sloping about six inches of the water and was covered with patches of sand grass on the top. It was entirely surrounded by rocks and shores making it very hard to clearing a boat through, and finally when we did get across to the beach it was on the rail of the stern. No other islands or beaches were visible to the eye from this beach, though we knew others were in this vicinity, and probably hidden from vision by the glare of the sun, which was the case. On the south-eastern end of this sand beach was erected another tripod containing a signal mast.

HARBINGER:

There was a noticeable absence of birds from HUNGER ISLAND to FRENCH FRIGATE ISLAND, most of them remaining at the former island, the few that did accompany us attached a clock off our starboard quarter shortly after sighting the isle. On the sandy beach great quantities of birds were flying over this island, not visible from the ship, very close to the ground. They seemed almost without exception to be of the same tern variety and from the number of eggs, young birds and nesting bags observed, it seemed that we had arrived in nesting season. There were quite curious, not timid, and none were caught in our hands. It is estimated that there must be from eight to ten thousand birds on this island. A few cormorants were found nesting along the edges of this beach, close to the water. Their nests were hidden under old rubbish or boards and their young inspected in the cove were quite black and ugly, their feathers resembling negro wool. The nesting places of the other birds were hollowed out sand holes, generally
Located under patches of sand grass and sustained one egg each although in too places the eggs were laid upon the open ground on top and were about the size of an ordinary hen's egg, and also the same color. About five miles to the southeast of this island we visited three more beaches of the same kind, the largest of which we named a landing upon. Here we found a colony of Hawaiian terns, estimated to be about five hundred in number, and as it appeared to be nesting season here also, many eggs and young birds were resting upon the ground. A number of dead curlews were also observed here, easily determined by their long legs, which fact seemed to strike us curiously, and upon reflecting that there were so few on the other island, their crowded out situation from the other birds, together with the total absence of them on this island alive, it seemed to make a passing of these particular birds upon these islands, probably due to the lack of fish food, most of which no doubt is absorbed by the newcomers, who have settled in large numbers on this island.

ACTIVITIES:

The first sand beach was traversed in all directions, closely examined all of the time for signs of wreckage, peckers, etc., but nothing was observed that gave impression that any visitors had been here for a long time. A piece of cleared timber however was discovered here and as it contained no marks or lettering of any kind to identify it, we concluded that it was probably from the wreckage of the "CHURCHILL", wrecked and supposedly not fired to wake upon a gale to the southwest of this beach in October, 1917. Two box cans were also observed well up on the beach among the sea grass which evidently had been placed there by some one, most likely the survey party. Nothing here and signal mast, as they have no signs of having been in the water at any time, and not in any way suspicious. Other islands were looked for then and these were directly located to the south and west of the first sand beach, the largest of which was named. Almost surround these islands but landing was easily made upon the last mentioned and there the bird color was the only thing of interest, the beach contained not a vestige of life or tdreers. Altogether in this vicinity there were six islands composed of sand and sand grass. A large gull walking close to two hundred penguins were on the first beach.

At 11:40 A.M., got up anchor, cleared KUCHO,
MICHIE SUGAS and course SOT S.W. FOR SURVIVAL BEACH.
Proceeding by sail. Heavy Southernly swell continued. Slight breeze.

At 1:30 p.m., sighted a sailing vessel of some kind which at first was thought to be upon a rock or shoal. This vessel was later determined not in trouble and sailing headed W.N.W. Course was changed and the HEMUS headed for the sail. Overhauled this vessel which turned out to be motor power fishing sampan "HEBUS MARU" P-162, who answered hailing "four days out from Honolulu bound for fishing shoals". Headed again for GARDNER ISLAND.

September 6, 1919,

Proceeding under sail. Light North-East trade wind, sea moderate. Heavy Southernly swell continues. Sampan "HEBUS MARU" observed to the South-west of us, keeping on same course. At 2:00 P.M. sighted GARDNER ISLAND, no stop made, passing to the Southward about seven miles.

DESCRIPTION:

One large and one small rock projecting from out of the sea seemingly devoid of all vegetation and life. Quantities of brown form shaped sea- weed floating by. First observed since beginning voyage.

HISTORY:

None could be noticed around the Island but a few Laysan Albatrosses and man-o'-war birds encircled the vessel while in this vicinity, but did not follow.

September 7, 1919,

Bowed for KARO and BOWSETTS REEF. Proceeding under sail and engine. Heavy Southernly swell continues. Light North-east trade wind continues.

At or about 5:15 p.m., sighted dark water on port beam south of us and for about an hour heavy ground swells were experienced, informing us that we were in the vicinity of KARO and BOWSETTS REEF, although the reefs themselves could not be seen due to their not being visible excepting rough weather or ebb tide. Continued on our course headed for LAYSAN ISLAND with the same weather and water conditions as before.

September 8, 1919,

At 7:45 a.m. sighted Laysan Island and at 7:45 anchored in five fathoms of water off Eastern side of Island. Breakfasted and made preparations for landing about 9:00 a.m.

DESCRIPTION:

Laysan is the largest of those yet visited
Island composed of sand and coral rock, rising out of the sea about 50 feet. The Island is abundant in vegetation, beginning above the surf line and running down the slope on the inner side to a level situated in the center of this Island. This happens in over a mile long and four hundred yards wide. It is flat and there is no connection with the sea. It does not appear very deep at its present state and gives off an odor of a stagnant pool. Its banks entirely flat and on a level with the water, are covered with thick, reddish and brown grass and weeds. This vegetation grows with with small trees and red mushrooms, making the locality an undesirable one to remain long in. The eastern end of this Island is fairly steep and in the highest part of the Island. The bank is thick coral sand and loose earth, making rather difficult walking or climbing to the top. The water close at this end, running down to the sea, is of rough coral rock protruding into the sea, upon which the water breaks. Sending spray high into the air. The eastern, southern and western sides are mostly of loose coral sand sloping gradually and are of easy ascent. The Island itself is about one and three quarters of a mile long by one mile wide and surrounded by a narrow fringing reef one hundred to five hundred yards wide. The anchorage for mariners who visit the Island is on the western side beyond the reef outside. There has been erected at this point a small wharf and on a direct line out from this wharf is a fairly good sized opening in the reef wide enough for launch or small lighterage passage to a recess at anchor with a water depth from twelve feet to twelve fathoms. Erected on the western slope, just above the surf line, within one hundred yards diagonally from this wharf, are the old buildings of the Pacific Game and Fertilizer Company, mentioned by Volume No.215, Hydrographic Office, 1903, and Biological Survey Bulletin No.42 of the 1911 expedition.

Of the original buildings reported there the following remain, partly in ruins: The Icehouse, barracks, Japanese, identified by the raised platform for sleeping portion, a large store building, small customs, the foundation portion of the lighthouse, the light and top of which is gone, and an old shed, reported to have held six bird boxes but not empty. Two shabby leafed coconut trees still remain in front of the barracks, while in the rear the sand is piled high on the water tops, deposited there no doubt by the winds and storms.
Here seen in the ...tween the rock and shore and an attempt to name them proved very in-...Y to the rock bottom. Sufficient were caught however, by hook and line just outside the rock whenever desired.

In abundance at any place along the beach, especially where the rock beach projects into the sea, crabs were caught by the crew of the H.M.S. Cornwall from thirty to three hundred pounds. From justice were desired, parties would be sent out in small boats along the beach who would turn them over and when they came across turtles and continue their journey. Later a boat would be sent out and collect them. These turtles were helpless when turned over and were generally found facing up the slope away from the water where they had some difficulty in逃生. They were easily frightened and were not to be approached in coming up on them for they would turn swiftly and when once in the water the attempt may as well be given up for they could swim and live quickly.

These domestic brood, reddish brown, gray, and white were found in number in and around their bur-...s about the stony, algaetached and green juncas growing near the lagoon, they could be run down easily and caught in the hands or could be chased into small cavens along the stony or rocky and...as they seemed to have little endurance when on the run. No English or Belgian hare were seen at, all, only in one spot, and that near the Southeast end of the lagoon, was there any noticeable amount of dead shrubbery and no rabbits at all very to be found, at any time during our stay feeding upon this plant. It seemed, on the contrary, that the devastation here was the result of bird collation. Far located here was a colony of white-tailed petrels, numbering by our estimate to be about 100,000, and one of the most thickly populated bird colonies upon the islands. The trunks of these plants were still standing, though entire headless and dead, and their branches were filled with nesting...petrels. We were rather in belief that the burning under had killed the roots of these plants instead of rabbits, for at the opening of each was a chemosary. Shrubberies of the same kind existed elsewhere but seemed still green and untouched. The green juncas growing lower on the ground was quite fresh and seemed to cover immense area around the island. Here and there the rabbits were seen running at times. These rabbits, it may also be added,
while numerous in many parts of the Islands, were not by any means found to be so plentiful as might be expected when considering the length of time left unoccupied in which to breed. Only in one case was a young rabbit seen and he was caught and taken aboard. We were left under the impression ourselves, then we attempted to estimate the number of rabbits on the Islands, which we figured to be not more than a hundred at the most liberal estimate, twenty-five of these which we caught ourselves for food, that either natural causes of birds, probably non-ocean birds, were preventing them from multiplying faster.

SEALS:  
A large seal, estimated to weigh six or seven hundred pounds, was found upon the beach at the south-west end of the Island. This animal was quite dead when discovered but life had not been extinct long because of its excellent state of preservation. This seal was of the hair variety and of a great value for its skin, but it was skinned by two members of the crew and packed in salt to preserve it aboard.

BIRDS:  
Scaly-necked Corm:  
These existed in the greatest number of all the birds on these Islands. Everywhere they were to be found in numbers, even among other rookeries they were observed perfectly at home. Among the non-ocean birds and their young, which were particularly vicious and quarrelsome they were not molested. It was quite hard to estimate the number of these birds because of their having no separate rookeries or colonies but from calculation of their numbers in several places where they were in number, multiplied by the number of other places located, it seems that 500,000 would not overestimate their numbers. A peculiarity noticed of these birds was their method of rising from the ground by running four or five feet for a start. When coming upon them suddenly they would attempt to take flight but a foot or two off the ground they would return again and make the running start before succeeding. Their get-away reminded one of the preliminary flight of a flying machine.

Today:  
This bird could not be determined by our party among the other birds.

HAWAIIAN TERI:  
This bird was found only among the lowland near the lagoon at the south-western end, and as there were no
evidence of nests, eggs, or many young birds, it was believed to be out of nesting season for them which may account for their scarcity. Only in this location and conspicuously by themselves they were found. A count of 6,000 was as near as could be arrived at for their number.

LOVE BIRD

This was indeed a very pretty bird and made a very attractive appearance when flying, their snowy white feathers, dark eyes, bill and feet. A pair of them were noticed flying around the beach when we landed, and later, when exploring a rock pile covered with green vegetation, three more flew over our heads and circled around us as long as we remained in that vicinity. They were not easily frightened and seemed very curious concerning us, flying not higher than a yard above our heads.

LAYSAN ALBATROSS

There was indeed a noticeable scarcity of these birds on the island, who are easily distinguishable among the other birds for their majestic appearance, white head and neck held erect, also white breast with dark rings, their isolated stand, even in the vicinity of other colonies, they were found in pairs elsewhere on the island, and in some of these, three in company, the third generally being the young bird, with probably the male and female in companionship. Upon the approach of anyone the male would fly away first, but the female would remain until one came close upon the young, and at that the would right again about a hundred feet away and watch the proceedings while the male would fly backwards and forwards keeping close watch upon everything in that vicinity. Along the north-western inner slope and along the lagoon on the eastern side pairs were distributed. No nests or eggs were located and in case of the young bird being present he was found squawking in the green junco only. In every case we observed them they were standing silently, heads erect, and apparently oblivious to any other birds around them. Upon our approach, they would first hesitatingly try their wings, take another look at us, deliberately turn around and fly away slowly. Some snapshots of the young bird, quite alone upon him, for he would not or could not fly away, even though he seemed quite large enough, and in one or two other cases pictures were taken of them together but much farther away. These pictures will be an excellent reproduction for island should they be good, for they were taken under difficulties with the sun very bright and in the center of the sky, and it is barely possible that these records will be the last that can be secured, as it is quite evident that the laysan
Albatrosses will be a bird unknown about those regions in a very short time, judging from the report of their rapidly diminishing numbers and our count, which was very easy to make of any due to their conspicuousness, and total in all not more than 500, which is believed to be a generous estimate at that.

BLACK-FOOTED ALBATROSS.

None at any time were located. At 05,000 were reported upon the Island heretofore, it was thought exceedingly strange that none were left and special effort was made to locate some, but with no success.

UNDER-TAILED SHEARWATER.

We found these birds just as the biological bulletin 19, 42 of the Expedition of 1911 gave them out with a marked increase of about 30,000, making a total of 150,000. They were found everywhere, the entire ground in their vicinity being honeycombed with their burrows, so that it required great effort to walk among them without sinking first one foot and then the other in the sand about waist deep. From all indications the winds and storms must fill their burrows constantly requiring them to make new ones, thus causing the loose sand to hide the existence of holes and their location.

CHRISTIAN ISLAND SHEARWATER.

This bird was noticed continually when looking for rabbits and was found under nearly every bush as well as in burrows. It is always in hiding and is a very unattractive in appearance. No count was attempted in their case but Biological Bulletin 19, 42 estimate of 75,000 is thought not to be excessive.

WILLET-DRESTED PHREX.

This bird in numbers is believed to rank second of those on the Island, and next to the Laycan Albatross, is the most picturesque. It is considerably smaller of course, but is perfectly formed and does like in appearance. Its wings on top are dark, white underneath as is its body also, dark head and long bill, with black feet and with grace in every movement when flying, is very graceful indeed. It has a tendency to soar also, and never flies very high off the ground when disturbed. It is thought that it would be very desirable to please hunters for its tailfeathers, etc. Its breast feathers alone would be valuable for anything requiring feather stuffing, and although the bird would have to be killed to get the feathers, they seem to multiply, judging from the numbers in which found, very rapidly. During the dry year this pelagic remains with its colony, never flying very far away,
and even after being disturbed, settle again but a short distance away. Often evening, however, quantities of them were noticed flying about the ship, and one evening when working on deck with a light, many fell to the deck through the rigging. It is believed therefore, that it does fly feeding at night, for during the day when observed in the colonies, they seem only to be idling. Some thousands of them, both on the ground and in the air were attempted, for when stirred up, it seems that twice the number remain on the ground, which are of course believed to be the young who cannot fly. Our estimate of 250,000 seems to be very conservative in their case.

**RETURNED BIRD.**
No description being at hand in the case of these birds but from the last report of their habitat, it is believed these birds were detected. On the eastern side of the sea slope, where the cold rock rises high out of the sea, a flock of birds sitting on the rocky beach side by side, were noticed, but at the point of our approach flew in towards the rocks. It was estimated that there were about 500 in the flock and though watch was kept in our rambles around the beach they were not seen elsewhere. We could not get close enough to give a description of them and as our time was limited no search was made in and among the rocks rising from the beach.

**RETURNED BIRD.**
None were detected by our party.

**RED-TAILED GROUSE BIRD.**
Very few of these birds were found on and around Layman. Several were noticed flying around the ship at times and a few were seen on the western side of the island. There were very tame and in one case caught and scrutinized by us. Altogether there were about 50 of them seen. They are a very striking bird, especially when flying. Having a red back, white body and long tail feathers, the center one of which is red tinted and projects out beyond the others. No nests or eggs could be identified as theirs in that vicinity.

**BLUE-FACED ROBOY.**
One or two of these birds were seen at one time together on the interior slope towards the lagoon, but flew away before we could get near. Nests or young could not be found.

**RED-FACED ROBOY.**
We noticed towards the northern end of the lagoon near some tall bushes, but neither young nor eggs were found.
There seemed to be six or eight in this colony and one or two pairs were noticed elsewhere, probably a dozen or fifteen in all were observed.

This bird was in evidence in many places. On the western side of the lower slope, the South-western and several places around the lagoon. On the first two slopes mentioned high bushes grew and here nests contained the young of these birds were noticed. Nests made of sticks, placed across the tops of the bushes contained a young bird each. Above them the old bird nested constantly as though on guard. The young birds were large, hairy sort of creatures, vulture in aspect, with red eyelids, around which grew a white down, sticking out like the quill of a hedgehog, reminding one of a little old friar as grandfather of some sort. When approached they made no attempt to leave their nests, but made known their objections by opening and shutting their beak with a dull clicking sound.

It is not a creature that one could admire, even in a young bird, for they were repulsive looking and very vicious. In the cove of each exposed a fish of the scale-less variety, which, when the bird was excited, came whirled forth from his beak to the ground, killing the atmosphere in the close vicinity with a loathsome odor.

It was interesting however, to watch the old birds feeding their young. Both male and female were never found near their young, always flying at high altitudes above them and at feeding time would come on from the sea above to young birds who seemed to sense their nearness and raise their heads in the air opening their mouths. A fish would afterwards come dropping down which would be nearly caught by one of the young birds in his beak and swallowed whole, never moving at any time from the nest.

The birds as mentioned before, never left their nests; but would fight off any one approaching by opening their beak towards them violently snapping their beaks, and uttering a sort of a battle cry which would be taken up by all those in this vicinity. The cluttering noises of their beaks together with the cries of eggs, rather than feet, certainly made the vicinity an objectionable one, especially then the odor of the decayed fish matter assailed your nostrils.

The older birds flying above us seemed not in the least to worry at the noise nor to appear curious as to why the noise, only continued to soar above us drawing no nearer. No eggs, except the hatched shell, were observed which was twice the size of a goose egg and very similar, having small spots on them. It is estimated that these birds are on the
breeze stiffened and swells became heavier with the sky overcast.

At or about 9:00 p.m., breeze stiffened and a rainstorm broke about the vessel. Battened hatches and secured everything about the decks.

September 11, 1918.

During the earlier hours the breeze became stronger and the swells heavier. At or about 9:00 a.m., breeze stiffened into a south-east gale and vessel began chipping heavy seas. Shortened sail to single reef mainsail, full stayail and move to on the port tack. At 6:00 p.m., vessel hove to on port tack and steered to the westward, it being unsafe to approach either Lisianski Island or Pearl and Hermes Reefs, due to heavy south-east gale blowing; rough sea and thick rain storm. Vessel continued to ship heavy seas.

September 12, 1918.


September 14, 1918.

Mild and moderate. Heavy southern swell continues. At 6:00 p.m., sighted Midway Islands or at least the windmill pumping towers. These towers are always looked for by mariners as the islands are low and not visible excepting close upon them. At 7:00 p.m., took in sails and dropped anchor in six fathoms of water, inside the reef surrounding the islands, about one mile off shore from the pumping towers.

DESCRIPTION:

Midway Islands consists of two Islands, Eastern and Sand Island. Eastern, the first sighted by the ship as we approached is one and one quarter mile in length by one and one half wide and lies low out of the water, being twelve feet above sea level at its highest point and covered with shrubbery and coarse grass. It is surrounded by a beach of white coral sand.

Sand Island is one and one quarter mile west of Eastern Island and is one and three quarters of a mile long by three quarters of a mile wide, has an average of three to ten feet above sea level, although one sand dune, upon which is located the U.S. Government light house station, rises forty-three feet above the sea.
increase, and if so quarrelsome with the birds around
than as they were to us, they will sooner or later
drive all of the other birds from the Island. We es-
timated about 10,000 of these birds, including the young
to be at present on the island.

DIKSHAN DUCK.

These ducks were quite numerous and were seen both
alone and in small flocks around the fresh water lake
and lagoon. One flock contained at least twenty ducks
and others from two to six. No nesting place could be
located.

DIKSHAN RAIL.

These were seen often running in and round the rocks
and strawberry almost anywhere on the Island except on the
sea slopes. No estimate was attempted but it is believed
previous figures are correct as to their number.

WANDERING TATTLER.

Only one was observed, and that one the sea slopes,
near the old buildings of the Gano Company. He was quite
alone and away from the other birds. He was conspicuous
to us because he coted so curiously. He remained within
about three yards of us, looking us over, first cocking
his head to one side and then to the other squinting at
us as much as to observe what kind of an animal we
were anyway.

ARISTOTLE-TAILED GULL.

These were in numbers in all parts of the Island
near the beaches and lagoon mostly. They were never in
flocks but mingled with the other birds in that vicinity
and appeared to be very neighborly. A thousand of these
ewlin existed here easily, if not many more.

REDS AND CURRETORE.

Large birds were observed in flocks of great numbers
about the shores of the lagoon, but were quite wild and
flighty at all times never permitting us to get very near
to them before they took to wing. No estimate was attemp-
ted.

RAYSHAN HONEY EATER.

Not detected.

RAYSHAN BUNCH.

Found everywhere on the Island, but in greatest
numbers around the old buildings and south-western end;
they were very inquisitive and poked themselves in any-
where to observe that was going on. They were easily
caught both by hand and cap.
Conversion Figures for POBS population estimates of albatross on various Leeward Islands (based on population data from Kure- vide Woodward). [The Kure figures are averaged by month and rounded to the nearest 5%]

<table>
<thead>
<tr>
<th>Month</th>
<th>Black-footed Albatrosses</th>
<th>Laysan Albatrosses</th>
</tr>
</thead>
<tbody>
<tr>
<td>November</td>
<td>80 %</td>
<td>55 %</td>
</tr>
<tr>
<td>December</td>
<td>65 %</td>
<td>75 %</td>
</tr>
<tr>
<td>January</td>
<td>45 %</td>
<td>35 %</td>
</tr>
<tr>
<td>February</td>
<td>45 %</td>
<td>25 %</td>
</tr>
<tr>
<td>March</td>
<td>50 %</td>
<td>15 %</td>
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<tr>
<td>April</td>
<td>70 %</td>
<td>85 %</td>
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<tr>
<td>May</td>
<td>90 %</td>
<td>95 %</td>
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<tr>
<td>June</td>
<td>100 %</td>
<td>100 %</td>
</tr>
<tr>
<td>July</td>
<td>100 %</td>
<td>100 %</td>
</tr>
</tbody>
</table>
Conversion Figures for POBSP population estimates of albatross on various Leeward Islands (based on population data from Kure-vide Woodward). [The Kure figures are averaged by month and rounded to the nearest 5%]

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<tbody>
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<td>November</td>
<td>80 %</td>
<td>55 %</td>
</tr>
<tr>
<td>December</td>
<td>65 %</td>
<td>75 %</td>
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<tr>
<td>January</td>
<td>45 %</td>
<td>35 %</td>
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<tr>
<td>February</td>
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<tr>
<td>March</td>
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<tr>
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<tr>
<td>June</td>
<td>100 %</td>
<td>100 %</td>
</tr>
<tr>
<td>July</td>
<td>100 %</td>
<td>100 %</td>
</tr>
<tr>
<td>Date</td>
<td>Breeders</td>
<td>Non-Breeders</td>
</tr>
<tr>
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<td>--------------</td>
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<td>15 Nov</td>
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<td>2352</td>
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<tr>
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<tr>
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<td>809 (1000)*</td>
<td>5316 (512)</td>
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<td>5798 (5500)</td>
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<tr>
<td>31</td>
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<td>6190 (6000)</td>
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<td>3684 (3500)</td>
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<tr>
<td>30</td>
<td>900 (950)*</td>
<td>600 (550)</td>
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<tr>
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<td>940 (950)*</td>
<td>160 (150)</td>
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<tr>
<td>31</td>
<td>950</td>
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<tr>
<td>15 June</td>
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<td>3D</td>
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*Corrected Value/*
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<tr>
<th>Date</th>
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<tr>
<td>July 15</td>
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</table>

Birds using the island.
BEE 20X20 TO INCH

Non-Nesters

Nesters

Eggs

Year 2
Sir:

(1) I desire to report the arrival of the ALBATROSS at this port from her cruise to and including Laysan Island and return, with all well on board.

(2) The ALBATROSS sailed from Honolulu May 10th, at 1:00 p.m., for Laysan Island passing to the southward of the line of islands and reefs between that point and Oahu Island. On the following day, in latitude 21° 31', N., longitude 161° 55', W., commenced deep sea soundings at 60 miles intervals on the course steered. Having reached the vicinity of Two Brother Reef, which is marked as doubtful on the chart of this region, H.O. Chart #1216, and mentioned as questionable in the list of reported dangers in the Pacific ocean, an attempt was made, on May 14th, to locate the danger. Ten soundings were taken at different stations about the charted position of the shoal in depths ranging from 1956 to 1939 fathoms within a range of from 2 to 10 miles from the assigned position. These soundings are of such depth that it is impossible for a reef to reach the surface within dangerous limits if the discussion of the rise of sub-marine peaks by Mr. George W. Littlehales, Hydrographic Engineer, of the Hydrographic Office, in the American Journal of Sciences, Vol.1, 1898, is accurate. A special report, with tracings covering those operations, has been pre-
pared and forwarded to the Commission under separate cover, for the information of the Hydrographic Office, Bureau of Equipment, Navy Department.

(3) Having completed the examination of Two Brother Reef, the ship resumed the contour line of deep sea soundings as before and reached Laysan Island early on the morning of the 16th ultimo. The contemplated operations for the examination of this locality were inaugurated at once, the surf being too high to permit landing on that day. During the passage from Honolulu, an hour and a half each evening were devoted to towing the surface nets and on one occasion an hour at 11:00 p.m., and an hour and a half at daylight, were spent in the same experiments. From these trials it appears, a result corroborated by others about the Hawaiian group proper, later than those formerly mentioned, that pelagic life is at a minimum during the daylight hours, while from sundown on to 8:00 p.m., it is abundant. The result disposes of the theory mentioned in a former letter regarding the scarcity of fish south of Molokai Island.

(4) On May 17th, landing was practicable and shore collecting parties, and most of the naval officers of the ship were sent on shore, the latter to make a survey of the island. Messrs Snyder and Fisher were detailed to form a collection of the birds of the island and took up their quarters at the residence of the Manager of the Pacific Fertilizing and Guano Company, the lessees of the island, Mr Max Schlemmer. On board ship the day was utilized to overhaul the Sigsbee Sounding Machine and add some wire to replace some lost in service.
Some minor repairs were also made in the engineering department.

(6) On May 18th, Messrs. Gilbert and Alexander, with three men for a crew left the ship in the dory to pull ashore but a short distance away were upset in the heavy trade wind and sea through one of the crew falling overboard when the boat was struck by an unusually large wave. The life boat was promptly on the scene of the accident, in charge of Ensign Mitchell, and prompt and intelligent action saved all hands. It was fortunate that Mr. Alexander understood so well how to direct operations at the capsized boat as two of the men were unable to swim, but it was only one more instance of Mr. Alexander's ability under all circumstances.

(6) The operations about Laysan Island, shore collecting, dredging, sounding, survey on shore, bird collecting, etc., came to an end at 6:30, p.m., May 23rd, when the ship sailed for Maro Reef, and it is only fair to all the members of the expedition to say that nothing was omitted to make the examinations as perfect as possible, as will be seen when the more detailed reports are submitted.

(7) Maro Reef was reached at 9:00, a.m., of the 24th ultimo, and contour lines of soundings about the same occupied the day and an anchorage was selected SW of the same for the night. On the following day left the anchorage at 6:30, a.m., and continued sounding operations to the southward toward Dowsett Reef, seeking to accurately locate the latter, marked doubtful on the chart. The danger was found without difficulty and fully located, it proving to be charted too far to the southward, and the line of soundings were carried along its south and east sides, while the breakers sufficiently fixed the boundaries. It was desirable to carry the contour line north on the east
side of Haro Reef, to fully define that shoal, but a rapidly freshening trade wind and heavy sea made it prudent to leave the locality, the two reefs being considered the most dangerous ever encountered by the writer, and a course was set for French Frigate Shoal, to pass close to Gardiner's Island. The latter was passed during the night and not sighted. Soundings continued at 50 mile intervals during the run to Gardiner's Island, and 181 fathoms were obtained SW of the same.

(6) On May 27th it was found impracticable to reach French Frigate Shoal by daylight and it was decided to zig-zag during the night to take up the time, making soundings at 5 mile intervals. At noon a course was set to pass over Brook's 14 fathom Shoal and an hour later a sounding of 28 fathoms was made. This was supposed to be on an extension of the bank probably surrounding French Frigate Shoal and the ship continued her way towards the 14 fathom bank mentioned. About 2000 fathoms were obtained in sounding over the charted location of the shoal and the danger could not be located. A careful examination of the description of the danger in the sailing directions showed at once that its charted position was inaccurate and it was then supposed that the 28 fathom spot found at 1, p.m., was a portion of the shoal in question. At dark a depth of 2165 fathoms was had five miles south of the shoal, and the course was changed to the northward, soundings being continued at intervals of five miles after running fifteen. Depths of 205, 181 and 161 were then developed and at 1 a.m., of the 28th, the course was changed again to the southward, expecting that morning would find the ship near the western extreme of her destination. One hour later a sounding of 24 fathoms appeared and at
once the ship was run 5 miles SW to avoid dangerous proximity to more shoal water. More 418 fathoms resulted and the former course was resumed. At daylight, instead of being within reasonable distance of French Frigate Shoal as expected, it was found that a current had set the ship to the westward at a rate of about 0.7 knot per hour.

A careful plotting of the soundings with this information in view revealed the fact that the 28 fathom sounding mentioned above was on a perfectly new bank, and the 24 fathom sounding was on the Brook's Shoal, the two 181 and the 295 fathom soundings being a depression between the two which are about 12 miles apart, the first being in latitude 24° 15', N., longitude 167°, W.; the last, in 24° 06' 30", N., 166° 48' W.

(9) Landing on the islet or sand islands at French Frigate Shoal was not possible owing to the existing conditions of weather and sea, and on the 29th soundings and dredgings were undertaken until 3 p.m., when a course was set for Necker Island. Soundings were made on this run at 25 mile intervals and the destination reached in about 24 hours, where it was found that the surf was impassible. On the 31st, Dr Gilbert's immediate party landed without great difficulty in West Cove, but I did not encourage any others to leave the ship fearing a rise of the surf might prevent returning on board, whereas the smaller party could be easily handled. After their return some further work in the way of dredging was undertaken until 4:40 p.m., when the ship was run to the southward to make a few soundings on the enclosed space on the chart representing a supposed 16 fathom bank. In five miles run 777 fathoms were obtained and this seriously damaging the case in favor of the existence of the said shoal, the course
was set for Bird Island, soundings being continued at 5 mile intervals until 10:22 p.m., when 231 fathoms was found, a bank having a least depth of 18 fathoms and approximately 33 miles wide having been passed over in the meanwhile, 3/4 of the island. Sounding at 25 mile intervals for the rest of the passage, Bird Island was reached at 2:50 p.m., June 1st, and an anchorage selected in Adams Bay, which is a mere depression in the shore line of the island.

(10) On the morning of the 2nd instant, the surf was too high to admit landing scientific parties for shore collecting and the ship stood 3/4 off shore seeking favorable ground for dredging in about 500 fathoms, but ran across an entirely new bank about 13 miles SW from Bird Island, having a least depth of 19 fathoms and extending further than time permitted an examination on that day. Landing on the island was still impracticable on the morning of the 3rd and a course was taken to the southward to dredge in about 500 fathoms for a portion of the day, the remainder being spent in developing the bank discovered yesterday, after which a course was taken for this port which was reached at 11:00 a.m.

(11) The cruise to the westward has been a most interesting one. I am sorry not to be able to describe the additions to the scientific collection made by the members of the expedition but it is understood to be satisfactorily large and varied. The experience gained has been unique and anchoring in what appears to be the open sea no longer has terrors for the ship. Summed up from the point of view which the writer is most able to appreciate, the cruise has resulted in disproving the existence of one danger, discovering two new banks, finding Laysan Island five minutes too far to the north in latitude,
a survey of that island and numerous soundings about it, the location of Haro and Dowsett Reefs and defining their limits much more satisfactorily than at present charted, fixing to a certain extent the bank surrounding Mocker Island, and running two lines of soundings along the islets and reefs between Laysan and Kauai Island. Work has been constant during the whole time of absence from this port and cheerfully undertaken by all on board. Lieutenant Burrage has continued his preparation of MSS charts, after the fashion of Cook and Vancouver of old, for the existing charts are totally inadequate for the desired work, and but for this much of the value of the explorations would be lost.

(12) Detailed reports covering these explorations will be prepared and forwarded as soon as practicable for the information of the Navy Department and Hydrographic Office. It will probably be 10 days before the ship will be ready for further work, as some repairs must be taken in hand. The expedition was made with an expenditure of about 170 tons of coal.

Very respectfully,

Commander, U.S. Navy, Commanding.

The Commissioner.
USS Pelican AM27 aircraft Tender
Lt. A.P. Storre

30 Sept. 1936

1149 underway in occ. CAS & AC FAB PA TH Operation Order #43-36, serial 1890, dated 25 Sept. 1936. steaming singly

3 Oct. 1936

0955 sighted Johnston I.
1270 anchored " " in 10 fath.

4 Oct. 1936

0700 boats away to USS Avocet to assist. in blasting

9 Oct. 1936

1345 USS Avocet underway.
1430 underway in company with Avocet

12 Oct. 1936

1409 moored Pearl Harbor

22 Oct. 1936

0841 underway Base Force confid. Oper. #6-36 of 20 Oct. 1936 for Howland I.

29 Oct. 1936

0739 sighted land
0842 Flag Pole Howland sighted
0845 lying to off Howland, 1 min west party sounding reef
1707 underway in lee of island

30 Oct. 1936 underway for Johnston I.

4 Nov. 1936

0510 sighted searchlight from USS Sandpiper
0804 sighted Johnston
0942 anchored " " , USS Sandpiper present and UP Sq. Four-F
1546 VP Sq 10-1 landed
1826 Sandpiper departed

5 Nov. 1936

0445 planes started taking off for Kingman Reef

7 Nov. 1936

0647 underway for P.H.
10 Nov. 1936

1312 moored at P.H.
Castle Tells Kamehameha Students Of Far Islands

"I'm going to talk to you about your own native land," began Northrup Castle, owner of the Lanikai, in speaking to the students of Kamehameha boys' school recently. Mrs. Castle assisted by running the pictures which were taken in his five years of exploration in the Polynesian archipelago.

"We think of the eight islands of Hawaii as a group surrounded by coral reefs extending from the island of Hawaii to Ocean island, a distance of 1,500 miles," said Mr. Castle.

"Hundred and thirty five miles west of Kauai is the island of Niho. Only Japanese fishermen have been frequent visitors to this island, but there is no evidence of permanent inhabitants. In the olden days the Hawaiians used to travel to the island to get bird feathers. Niho is surrounded along the seacoast with high cliffs ranging up to 800 feet.

"The Hawaiian seal is found on this island. It is a very large animal weighing 1,000 pounds and extending eight to 10 feet long. It crawls around like a caterpillar. We caught a 35 pound baby seal and took a picture of it.

"The turtle is also found on this island. When approached slowly it does not run away. It lays from 10 to 20 eggs about the size half way between the golf and tennis ball." Leaving this island, the Lanikai next went to Pearl and Hermes reef.

"On approaching the island, we could see a black and white strip indicating the long white sand beach and the grass covered area," said Mr. Castle.

"Pearl and Hermes reef is 20 miles long and 15 miles wide. There is a long, narrow channel 60 to 90 feet deep, leading through it. This is the first natural harbor outside of Pearl Harbor."

"Our expedition led us to Midway island where the Commercial Pacific Cable Co. station is located. The vicinity where the cable station is located is densely covered with trees, and around the boarding house of the workingmen there are many different kinds of plants. These plants and trees were taken to Midway from Hawaii.

"The manager of the cable station owns many canaries. When a person walks along the path towards the station, he can hear Que canaries singing among the trees.

"On approaching the island we saw the boat house where the Dickinson docks when bringing in supplies. We could see the tops of the light houses just emerging above the trees."

"Windmills are constructed to pump water for bathing and washing. Water tanks are built to catch rain water used for drinking purposes.

"The location of the base where the Pan American air base is to be built was shown in Mr. Castle's pictures."

"On our way to Laysan island we missed Gardner island and passed the Morai reef," said Mr. Castle.

"Albatross Are Tame

"Laysan island has more birds than any other island, except Midway. Albatross are found in large numbers, and they are so tame that you can touch them. The albatross has a wonderful way of flying. It does not flap its wings but glides away like an airplane. If a good wind is blowing it can travel a long distance without flapping its wings. Its wings, when spread out, are five to eight feet wide.

"In June the albatross flies to the Arctic circle, leaving the young behind to die if they are unable to fly. These baby albatross sometimes die by the thousand. The development of the eggs is delayed most of the time by the seal which crosses over the nest, about one fifth of the total population surviving."

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Capt. Northrup Castle of the schooner Lanikai inspects two oddities to be found on the reefs of the Hawaiian archipelago. He holds a glass ball, a float for Japanese fishing nets, many of which often float to shore. Meanwhile he watches the antics of one of the huge turtles which sun themselves unmolested on the sands of many of the islands stretching northwest of Honolulu. The Lanikai returned to port Monday night after a 39 day search of these reefs for some trace of Capt. C. T. P. Ulm and his missing companions.

**NORTHRUP CASTLE TO TALK ON RECENT TRIP TO WESTWARD ISLES**

"Some Aspects of the Outlying Islands of the Hawaiian Archipelago" will be the subject of a talk by Capt. Northrup H. Castle of the schooner Lanikai at the Pan-Pacific Research Institution, Manoa valley, Friday at 7:30 p.m. Photographs taken on Capt. Castle’s recent 39-day journey through the islands stretching northwest of Hawaii will be shown on a baloptican machine.

The vessel stopped at Niihoa, Necker, French Frigate’s shoal, Lay-san islands, Lisianski, Pearl and Hermes reef, Midway and Ocean island.

The lecture as well as the 6 o’clock dinner and discussion is open to the public, reservations to be made through the Pan-Pacific Union, telephone 2988.

**Northrup Castle Tells of Cruise**

Small, little-known and seldom mapped islands lying to the northwest of the main Hawaiian land masses were made glamorous by Capt. Northrup H. Castle of the schooner Lanikai in an illustrated talk last night at the Pan-Pacific Research Institute, Manoa.

Taking as his subject "Some Aspects of the Outlying Islands of the Hawaiian Archipelago," Captain Castle built his talk around his discoveries while swinging the Lanikai around the lonely islets in search of the Ulm plane. Photographs taken on the journey were shown on a balopticon machine.

Feb 6 1935

Feb 9 1935
Kure Island References — from Archives of Hawaii card index.

Presidential Executive Order no. 1019, pertaining to jurisdiction of Leewards.

Interior Dept. (Kingdom of Hawaii) Bound volumes of letters:


Book 10, p. 368, 21 Jan 1871. Min. of Interior to Minister of Foreign Affairs, concerning expenses for trip of Str. Kilauea to Kure to rescue crew of U.S. Saginaw.

Book 28, pl. 277, 14 Sept 1886. Min. of Interior to Consul General of Greater Britain. Concerning chartering of vessel for the rescue of crew of Donnattar Castle, request to send physician.

Book 28, p. 279, 14 Sept. 1886. Min. of Int. to Consul General of Great Britain. See E. Craddock, physician, to go on rescue trip; also, Col. James H. Boyd to go for the purpose of claiming the island, known to ancient Hawaiians as Moku Papapa, for the Haw'n Kingdom, and Joseph D. Strong to sketch scenes of interest on the trip.

Book 28, p. 282, 14 Sept. 1886. Min. of Interior to Col. James H. Boyd, instructions to aid shipwrecked crew and take formal possession in the name of His Hawaiian Majesty King Kalakaua.


Book 28, p. 328, 30 Sept. 1886. Min of Interior to L.L. van Slyke, with sample of water from Ocean Island for analysis.

Book 28, p. 332, 1 Oct. 1886. Min. of Interior to Consul General of Great Britain. Thanking British Gov't. for use of Str. Waialealea and for allowing Kingdom to claim the island, and offering, because of earlier rescue of crew of Donnattar Castle, to assume all costs of the expedition.

Book 28, p. 347, 6 Oct. 1886. Min. of Interior to L.L. van Slyke, forwarding 2 more vials of water from Kure for analysis.

6 Jan. 1904. Application for lease for 25 years by No. Pacific Phosphate and Fertilizer Company, to remove guano, etc., for 50 cent per ton.

Commissioner of Public Lands. 13 Sept. 1928, to Archives of Hawaii, submitting Presidential Executive Order no. 1019.
Kure references — Archives of Hawaii card files

Hawaiin Spectator

Pacific Commercial Advertiser

18 Aug. 1859. Report of Capt. N.C. Brooks of the HAw'n bark Gambia, on trip to Leeward Islands, including Kure.
15 Sept. 1886. Str. Waialae to rescue remainder of crew of Donnattar Castle.
30 Sept. 1886. Return of rescue party and formal claim of possession by Haw'in kingdom.
18 Oct. 1886. p.2 c. 5: Illustrated map by J.D. Strong, with description of Kure Island.
1 Nov. 1886. Ocean Island annexed by King Kalakaua.
8 Aug. 1915. Description of Kure Island.

Honolulu Advertiser

29 July 1928. Features of Kure Island, by Lorrin A. Thurston.
20 Sept. 1947. p. 4. History from our files; 60 years ago, 1886, one year ago Col. James Harbottle Boyd took formal possession of Ocean Island for Hawaiina Kingdom.

Honolulu Star Bulletin


Paradise of the Pacific

Nov. 1936. p. 31 annexation by Great Britain in 1891 (may refer to the other Ocean Island).
Kure references — Archives of Hawaii card files

Polynesian


The Friend

1871, p. 12. Description of Ocean Island.

Hawaiian Gazette

10 Jan. 1871. p. 3 col. 1: Description and location of Ocean Island.

1 Feb. 1871. Commander Sicard and 2d Lt. Commander Glass of the Nyack, Thanks from the Comm. of the Saginaw to the King for rescue of crew of the Saginaw.

5 Oct. 1886. p. 4 col. 3. True account of annexation of Ocean Island. (see also page 8 col. 2.)

Honolulu Almanac and Directory


Hawaiian Annual


St. Louis Collegian File

Nov. 1921, Student article on Kure Island.
Pearl and Hermes Reef, References from Archives of Hawaii card index.


Presidential Executive Order no. 1019, relating to Public Land Matters, Pacific Ocean.

Interior Dept. 1857. Capt. John Paty, in Journal of the voyage of the schooner Manukauai, giving possession and description of P and HR.


Polynesian 6 June 1857. Description and location of PHR, in report of Capt. Paty.


PCA 25 Aug. 1859. and notice of
Polynesian 3 Sept. 1859: U.S. Commissioner Borden, referring to claim of B.F. Snow to PHR.

Int. Dept. 6 Jan. 1894. No. Pacific Phosphate and Fertilizer Co. to Min. of Interior, applying for 25 year lease, to remove Guano, fertilizer, etc., for 50 cents per ton.

PCA 8 Aug. 1915 Description of PHR, with chart.

Honolulu Advertiser 13 May 1927 p. 1: Lorrin A. Thurston. Finds shells, fishing expedition, etc. Illustrated.


Commissioner of Public Lands to Archives of Hawaii 13 Sept. 1928 submitting Presidential Ex. Order no. 1019. relating to use of Leeward Islands by Federal Gov't. agencies operating in Territory.

Adv. 28 May 1929. Governor to issue permit for pearl fishing, under authority delegated to him.


Hawaiian Annual 1940-41, p. 51. Position, description, History, and Jurisdiction, of PHR.
Lisianski Island, references from Archives of Hawaii card index.

The Friend Jan 1845. Am. Brig. Delaware visited Lisianski 20 Oct 1844, where ship Holder Borden was wrecked, survivors in good health; 80 cocoanut trees planted by Capt. Pell.

Int. Dept. 1857. In Journal of Voyage of the Sch. Manuokauai, stating that Lisianski does not exist in position indicated.

Privy Council vol. 10, p. 156. Resolution referring to exped. of Capt. John Paty in Schooner Manuokauai, in which Laysan and Lisianski were taken possession of 1 and 10 May 1857 (respectively), for Kamehameha IV.


Evening Bulletin 23 June 1904. 77 Japanese brought to Honolulu by Revenue Cutter Thetis, Capt. Hamlet; Japanese said they were near starvation when Thetis arrived. Black tern birds most killed.


Pacific Comm. Advertiser: 1 Aug 1915. Description of Lisianski, with chart.


Star-Bull. 10 Sept. 1931 16: 7, Ironwoods to be planted on Lisianski to make it more easily seen. Coast and Geodetic Survey ship Pioneer to take 50 trees to islands.


by. E.H. Bryan, Jr.

Hawaiian Annual. 1940-1941 p. 50. Position, Description, History, and Jurisdiction of Lisianski.
Laysan Island, references from XXXXX Archives of Hawaii card index.


Privy Council vol. 10 p. 156. Resolution relating to expedition of Capt. John Paty in Schooner Manuokauai, in which both Laysan and Lisianski were claimed possession 1 and 10 May 1857, in behalf of His Majesty Kamehameha IV.

Librarian file No. 1, under "S" Max Schlemmer. [contents not given].

Interior Dept. 1857. in Journal of Voyage of Schooner Manuokauai, giving position and description of Laysan.


Polynesian 6 June 1857. Description and location of Laysan as contained in report of Capt. John Paty.


Interior Dept. book 44 p. 134: 24 Mar. 1890. Min. of Interior to C.M. Spenser and G.D. Greith, acknowledging receipt of application for lease of 30 years for Laysan Island for guano; First two years free, then 50 cents per ton of material removed.


Governor and Max Schlemmer 15 April 1904. Correspondence referring to Max Schlemmer's proposal for lease of Laysan Island for 99 years.

Secretary of Interior to Governor 5 Nov. 1909. Relative to cancellation of Max Schlemmer's lease.

Commissioner of Public Lands to Governor. 3 Mar 1914. Informing that Laysan Island included in bird reservation set up 3 Feb. 1909 by President Roosevelt.


Honolulu Advertiser 3 Feb 1943. ed. page, col. 4. History from our files, 50 years ago, 1893. J.J. Williams, photographer, returns from Laysan Island with views and collection of stuffed birds.


Hawaiian Star 1 Apr. 1893. 2:3. By Authority, act 24: Confirming contract between Provisional Gov't and C.M. Spenser and G.D. Freeth, 29 March 1890, Authorizing lease of Laysan and Lisianski Islands.

Interior Dept. Book 77 p. 28, 27 March 1896. Granted to German Bark H. Hackfield commanded by J.A. Barber, to proceed to Laysan Island and return with freight passengers, etc.


Paradise of the Pacific 15 Jan. 1905. Laysan part of Hawaiian group; albatrosses on Laysan; described in Nat. Geog. Mag. [no date given]; full description of albatross.


Governor to Capt. W.V.E. Jacobs, & 4 Jan 1910. USNRC Thetis. Sending copies of agreement between Max Schlemmer and a Japanese; letters of Admiral Terry, and Lt. Com. Rodman to Navy Dept., referring to above islands.

Advertiser 22 Mar. 1910 8:3. Jury indicts Max Schlemmer, former king of Laysan, charged with importing contract laborers, and of poaching on bird reservation.

Star-Bull. 7 Aug. 1940. 8:3. 30 years ago, 1910, Japanese smugglers operating on Hawaiian Island, report by officers of schooner Concord, recently returned from Laysan.


St. Louis Coll. file. Nov. 1921. Student article, p. 118.
Advertiser. 1 April 1923. "History of Laysan Island in "Islands leeward of Hawaii."

Advertiser 13 May 1923. Birds not prospering.

Star-Bull. 27 July 1940. 10 years ago, 1930. Dr. Gerritt P. Milder sailed to Laysan Island to attempt to rehabilitate it due to destruction by rabbits.

Report, Survey Dept. 1931. R.D. King. Index to the islands of the Territorial Haw.


Star-Bull. 7 July 1934. section 3, 1:8. Birds without fear found on Laysan Island.


E.H. Bryan, Jr.

Hawaiian Annual 1940-41. p. 49. Position, description, History, and Jurisdiction. Other names used: Layson, Layson, Moller.

Advertiser 6 Oct. 1946,14:4. Sherwood M. Lowrey, on one of last trips for guano, on sailing vessel XXXXXX Robert Lewers, leased by Pacific Guano and Fertilizer Co.
Gardiner Pinnacles, references from Archives of Hawaii card index.

Interior Dept. 1857. in Journal of the Voyage of the Schooner Manuokauai, giving position, description, etc., of Gardiner Island.

See also, Interior Dept. letter Book 6, p. 494a letter of instructions to Capt. John Paty, or the Schooner Manuokauai.

Polynesian 6 June 1857. Description and Location of Gardinger Island, from report of Capt. John Paty.

MX

St. Louis Collegian file Nov 1921, p. 118. Student article.

Presidential Executive Order no. 1019.


Captain Bryan's Pacific War Atlas Map no. 3, Gardiner Island.


French Frigate Shoals references. Archives of Hawaii card files.

Polynesian 19 Mar. 1859. Public notice by James W. Borden, U.S. Commissioner, to the effect that FFS was taken possession of by Lt. Comm. John M. Brooke, of the USS Fenimore Cooper, 4 Jan. 1859, in accordance with the act of 18 Aug. 1856. [The act is also printed in this issue].

Pacific Commercial Advertiser 21 April 1859. "editorial criticizing naval officers about mss positions, wrecks of south seamen on FFS.


Polynesian. 13 Aug 1859. Same (description by Brooks).

Interior Dept. 6 Jan 1894. No. Pacific EMXX Phosphate and Fertilizer Co. to Min.of Interior, applying for 25 year lease on FFS, to remove guano, fertilizer, etc., at 50 cents per ton of 2240 lb.

Proclamation by Min.of Interior (King) broadside. Interior, 1895, taking possession of FFS as part of Haw'n Territory.

J.A. King Collection. 9 July 1895. Commission issued to J. A. King/to take possession of FSS.

PCA 19 July 1895. Account of taking possession of FFS by Haw'n Govt.

Interior Dept. 22 July 1895. J.A. King report to President Dole, on visit to Necker, and taking possession of FFS.


Paradise of the Pacific. 8 Nov. 1903. French Sceconnetable de Richmont wrecked on FFS 16 Oct 1903, the lookout having mistaken the ship for a ship under sail without lights at night.

Honolulu Star-Bulletin 30 Oct. 1917. 6 Refugees brought from FFS, vessel (not named) total loss.

Governor to Max Schlemmer 15 April 1904. Correspondence on Schlemmer's proposed lease FFS.

St. Louis Collegian file. 19 Nov. 1921. Article by student of St. Louis Coll. on discovery, history, etc.

Honolulu Advertiser 8 July 1923. Descriptive article on FFS.


Reference to Presidential Executive order no. 1019.

Commissioner of Public Lands to Archives of Hawaii, submitting Pres. Ex. Order no. 1019, affecting Govt. lands etc.
**F.S references, Archives of Hawaii.**

Report, Survey Dept. 1931. R.D. King. Index to Islands of the Territory.


Honolulu Advertiser 18 Nov. 1935. Navy planes back at base; 35 return from F.S.


Hawaiian Annual 1940-41, p. 47. Position, description, history, and Jurisdiction of F.S.

Star-Bull. 7 Feb. 1940 p 4: Weather station being erected on F.S.

Adw XXX (Honolulu Advertiser) 19 July 1945 ed. page, c. 4: History from our files, 50 years ago; F.S claimed as part of Hawaiian Territory.


Adw. 2 Oct 1946. p 6: Airfield at F.S.

Star-Bull. 2 Oct 1946. p 3: Airfield at F.S.


Star-Bull 15 Nov. 1946 p 8: B.F. Rush prepares recommendations on disposition of F.S.

Adw. 27 Nov. 1946 p 1: 14th Naval Dist. officials reveal special authority requested from Washington to turn F.S over to Territory.

Star-Bull. 27 Nov. 1946. p 3: Navy seeks Washington Authority to allow Territory to take over F.S airport for rent to commercial airlines on sub-permit basis.

Star-Bull. 21 Dec. 1946 p 4: Territory expected to make F.S available to private fishermen and fliers.

Adw. 22 Dec. 1946. p 8: Turned over to Territorial control by Navy.

Star-Bull. 1 Jan 1947 4: May be used as public airport and fishing base for commercial fishermen.
Adv. 29 July 1947. 1:3. Hawaii Aeronautics Commission votes to reject Navy offer to take over operation of FFS on revokable permit basis.


Adv. 4 June 1948 4:3. Harbor officials visit FFS to determine it possibilities or lack of possibilities as an outpost camp for Hawaiian Fishermen.

Star-Bull. 21 July 1948 7:1. Hawaiian Aeronautics Commission officials take junket aboard Coast Guard Cutter Iroquois to inspect airstrip and other facilities on FFS. by Robt. L. Johnson.

Star-Bull. 31 July 1948 3:3. Edward A. Boles, Hawaiian Aeronautics Comm, recommends to commission that it take over supervision of FFS.
Necker Island, referenced from Archives of Hawaii card index.

Interior Dept. Book 6 p. 494a. 16 Dec. 1856. Instructions for Capt. of schooner "Manuokauai" to take possession of Necker and Bird Islands in name of His Majesty Kamehameha IV, to explore said islands and any others in the group northwest of same, for guano, etc.

Int. Dept. 1857. from the Journal of the voyage of the Schooner Manuokauai, giving position, description, etc., of Necker Island.

Interior Dept. Misc. 16 Apr. 1857. Min. of Interior to Capt. John Paty enclosing copy of instructions in case he does not meet His Majesty off Necker or Bird Islands.


Pacific Cable 1894. Article describing Necker Island.

Broadside, 1894: Proclamation by President Dole, declaring Necker Island part of Hawaiian Territory.

J.A. King Coll. 25 May 1894. Special Comm. signed by President of provisional gov't S.B. Dole, to take possession of Necker Island, raise flag and claim it a part of Hawaiian territory within the Hawaiian Archipelago, claimed by Hawaiian Gov't since 1845[sic] expedition under Capt. W. [sic] Paty.


Pacific Commercial Advertiser 26 May 1894. Steamer Iwalani dispatched to annex Necker Island to Hawaii before another power does the same.

Hawaiian Gazette 25 May 1894 and Hawaiian Star 28 May 1894: Think Johnston Island is destination of cruise; Steamer Iwalani cruise to Necker no race between Hawaii and Great Britain for soil.

Advertiser 26 May 1894. Mysterious mission, Hawaiian government; steamer Iwalani off to annex Necker to Hawaii.

See also, 28 May 1894.
See also, 30 May 1894; raising flag over Necker Island.
See also, 31 May 1894; Hawaii owns Necker Island.

Hawaiian Star 28 May 1894. Hawaii and Great Britain not racing for soil.


Pac. Comm Adv. 31 May 1894. 6:1. [contents not given].
Necker Island, references from Archives of Hawaii


Pac. Comm Adv. 18 Oct. 1894. How the island was named.


Interior Dept. 22 July 1895. James A. King to President Dole, reporting on visit to Necker Island, and finding copper cylinder with proclamation of taking possession had been opened by officers of HMS Champion and documents found on rock under flagstaff. Also taking possession of Sand Island and French Frigate Shoals.


St. Louis Coll. File Nov. 1921. p. 118 Student Article.

Advertiser. 20 May 1923. Story by A. P. Taylor.

Advertiser 20 May 1923. Annexation of Necker Island in 1894 by Capt. King.


Advertiser 3 July 1923. 1:2. Human habitation and household utensils found on Necker Island.


Presidential Ex. Order 1019.

Comm. of Public Lands to Archives of Hawaii 13 Sept. 1928. submitting Pres. ex. order 1019.

Star-Bull. 25 Jan. 1930. ed. page A.B. Restoric [sp. ??] reminiscences of George M. Wilcox; worked guano on Jarvis; guano act; annexation of Necker; early days on Kauai; Wyllies, Devarigny, Brown and Burgoyne families.


E.H. Bryan, Jr.


Resolution referring same to Min. of Interior with power to examine Victor Chancerei, after which it was laid before the King and council for consideration.

Privy Council vol. 10 p. 130. Resolution instructing Min. of Interior to draw on appropriation for incidental expenses to determine whether there was guano on Nihoa or any other island in northwest group, and select person to make explorations.

Privy Council Vol.10, p. 154. Verbal report on Nihoa and to ascertain existence of guano, together with written exhibit of disbursement, & sum of $1296.96, also resolution XXXXXX with regard to the King's resuming possession of the island, & per Expidition.

Interior Dept. Book 6 p. 494a 16 Dec. 1856. Instructions given to Capt. of Schooner Manuokauai, to proceed to and take possession of Necker and Nihoa islands in the name of His Majesty Kamehameha IV, and to explore said islands and others to the northwest of them for guano, etc.

Interior Dept. 1857. In Journal of the Voyage of the Manuokauai, giving position and description; island taken possession of in name of Kamehameha IV 23 April 1857.

Interior Dept. 18 March 1857. In letter from Alex Adams to L. Kamehameha, saying he had visited Nihoa, but didn't land; thinks little or no guano present because of rainy months in winter. Also stating that Kaahumanu and some natives had landed in 1822.

Polynesian 2 May 1857. Account of the return of the King from Nihoa.

Hawaiian Gazette 29 July 1885. Return of the Iwalani from trip to Nihoa. Description of Island.


Mr. Gregg's diary Vol. 8, 14 and 30 April 1857. XXXXXX referring to Mr. [sic] King's visit to Nihoa.

See also: Mr. Gregg's dispatch no. 195 17 Dec. 1856, to Sec'y of State and no. 196.


Honolulu Advertiser, 3 March 1956. 1:1. Nihoa Island, valuable today only as U.S. Government protected Bird Sanctuary, had human colony in 520 years ago.
Max Schlemmer, references in Archives of Hawai'i card index.

15 April 1904. Correspondence referring to Max Schlemmer's proposition to lease Laysan, Lisianski, and French Frigate Shoals for 99 years.

Governor to H.A. Isenburg. 15 Dec. 1904. Plan being considered to give Max Schlemmer police authority to arrest poachers on Islands of northwest; requesting information on his character; replies attached.


Honolulu Advertiser 16 May 1947. Hist. from our files. 40 years ago, 1907. Max Schlemmer leaves for his Laysan Island dominion today.
Dear Dr. Wirtz:

Without proper heading so I may have room on this sheet, I am happy to send you my estimates of birds on the islands you ask particularly about. Let me know if you think there is any confusion on the common names. I shall include just estimates of adults. Tell me if you want to know about young, eggs, etc.

Necker Island Dec. 20, 1953 10:30 am - 12:30 pm

About one half of island looked over rather quickly

- Black-footed albatross: 200-300
- Laysan albatross: 600-800
- Frigate bird: 400-600
- Red-footed booby: 300-400
- Blue-faced booby: 100-150
- Black-capped noddy: 400-500
- Brown noddy (common): 100-150
- White tern: 300-400
- Blue-gray noddy: 4-8
- Gray-backed tern: 2
- Sooty tern: 1
- Ruddy turnstone: 20-30

Nihoa Island Dec. 21 9 am - Dec. 22 10 am 1953

Part of S shore and slopes

- Laysan albatross: 6-8
- Frigate bird: 700-900
- Red-footed booby: 200-300
- Brown booby: 8-10
- Black-capped noddy: 4-8
- Brown noddy: 200-250
- Blue-gray noddy: 150-250
- White tern: 20-30
- Sooty tern: 15-20
- Ruddy turnstone: a few
- Wandering tattler: 1
- Laysan finch: 15-20
- Nihoa miller bird: 2

Lisianski Island March 18, 1954 4:30 - 6:30 pm

- Black-footed albatross: 1000+
- Laysan albatross: 3000+ 2000+ young of both
- Bonin Is petrel: 500+ in air
- Wedge-tailed shearwater: 10-15
- Frigate bird: 400+
- Red-footed booby: 40-60
- Blue-faced booby: 400+
- Brown booby: 2
- Red-tailed tropic bird: 10+
- Sooty tern: 2000+
Lisianski cont.

Gray-backed tern  300+
Black-capped noddy  60-80
Brown noddy  10-20
White tern  20-30
Bristle-thighed curlew  30-40
Ruddy turnstone  200-300
Golden plover  40-60
Sanderling  25-30

These are all of the population estimates I have for the above islands. Let me know if I can help you out in other ways. Sorry the estimates are not more complete - they are quite conservative as a rule.

Sincerely,

Frank Richardson, Div. Ch.
Assoc. Prof. of Zoology
Christmas - Bayat fish - Local Gilbertson natives also caught for them large number of two species of geckos and a small shark. Collecting of trip now in Reaseach laboratory as the George Vanderbilt Collections.

Counts of seals given in 1951 letters - Fm. Bruck to Col. G. kerrera, Aug. 24, 1951. Imprints is that
hayman count is Vanderbilt out, that of others possibly
Puma in the Hill M. Smith) - a year earlier.
T. Feb. Shal 12, Mano Reef 2, Hayman 110, his work 70
Pearl & Almas 10, Midway 21
Nuka - also worked to collect 4 molar Rods
hepares - 3 by Hayman Fish, +3 piper Henem Tuck.

Hayman - 1957 trip - Woodside (1957)
Tentative plan of the 1/2 day expl. 1st for ducks, sea-
Stage 2 - Bread crumb, muenes, 1/2 day catalby &esting ducks,
1 day to observe sea birds, 3 days country by plot closely,
1/2 days photography birds, 1 day night beachh alks
Results of trip: 177 seals counted on 30 June. Saw
only 1 new born pup and 5-6 black pups.

Notes on seals & alcaldenoses. Tagged 25 seals in
watch bali. 115 51.69 F, 60-64 M, 65-66 F, 67-69 M
(all 6-26-57) 70-75 F (6-28-57) 51.52 - Yr/kg, 53.57
black pup, 65-61 yr/kg, 63.64 Black pup, 64 mile 65
AF, 66-67 Yr/kg, 68 brown pup, 69-70 Yr/kg, 71-72 yrs,
73-75 Yr/kg. "Majority of 100 piles of yearlings were
probably by pups, but a few were yearlings I'm sure.

Saw a few seals leisurely in shallow water at night.

All. Drop cast at 6,100 yds & 20,400 mile mile
1,554 kg to 50 BF 1 kg = 40,500 haymen if True
or 200 acres many haymen & 2,100 BF all = 200 haymen
kg. Instead: 541, 391, 01-600 m ship 25 yd vs 40 ft
from moor to Hayman clue. Hay his density 1 spring
25,000 Hayman on 700 acres 200 BF kg. 571-3810-
- 800 yr from shoal of lagoon at put out of break
tack and lagoon. Only 9 feet on lagoon level, so at
punt opposite here on east head cut curves + boarded
rest on east sea beach in slip. 50 yards x 200 yards.

Plants collected by C.W. Darnell 7/59 now in BM &
identified by WC. 39 specimens of 19 species c. 7/24/59

Record estimate from Woodside trip -

B.C. Alb. 9,000 yrs.
Hay son 45,000 yrs.
W.T. Sh. 40,000 yrs. - 2000 ads
Xmas. Sh. 10,000 yrs.
Burn — Points
Bilmen. 3,000 yrs.
Sandy P. — Points
RTT B 1,000 yrs.
RFB 1,000 yrs.
BB 50 yrs.

Notes — Dusk brood — 4 yrs. 3 days old
— 3 yrs. 3 days old

One yrs. Burst on surf line dying away.
1 yr. 1/4 yrs. 2 days old
1/2 yr. 1/3 yrs. 1 wk old — lagoon edge

Che poor heel on woodland beach new March glay:

1 yr. 1/3 yrs
pr. 1/6 yrs. c. 1 wk.
1 yr. 1/4 yrs. c. 2 days
1 yr. 2/4 yrs. c. 1 wk
1 yr. 1/1 yrs. c. 1 wk
1 yr. 3/4 yrs. c. 1 wk

RFB 2 yrs
WT 1 yr with c. 15
1958 - Warner - Laysan

Band-tailed - 125 RRTB 138 Bufflehead 941 Laysan Teal
635-15201 - 635-15259, (635-15259 - 15291) sold to Army for
BF13 77, BB 5, GP 1, BTC 2, BFA 900 KA 2000
Total census of 326 seed - 280 adults + 60 pups.
Pop. est. 67,600 yrs. 2A, 8,700 yrs. BFA, 594° LT
10,100 Laysan Teal & = conserv. estimate. 36 Laysan
Teal have captured with long handled net.
Considerable makes on birds -

1960 FFS - have report -

1961 - Mabu - Woodside & Kramer (1961) (have)
went on Planetree

1962 Beardsley, J.W. Report on an entomological survey
of Niiha, Necker, & Laysan Islands, July June, 1962
(Do not have)

1962 - June Plants collected by Kramer & Beardsley. Ided including
by Neal - Laysan Cypress, C. pennata, Fukuroshima
Nama sandu - Sal. myrs, Sieges hispidus, Sieges microcarpus
Niiha - Sieges microcarpus

Sept 1961 - files have soul a shrublet & mucky abounded -

Teal count - 204

Returned Sept 7 (Teal) all 87 635-15201, 203, 209, 211, 212,
213, 239 - Sex ratio 200 males 124 $0°:76 $R
ca. 163 $D° to 180 $F - 8 feet mult unclean, 28$ - laying
Est 560 teal on Island under 550 curlews

Put on $R, radii to stop census - A poor sample.
Purpose of trip - continuation of work on Laysan
Teal, capture of Laysan Murphy, examine of behavior
& endemic plants related to make to mesures at
rep. - Using to with in Laysan Census as N. I. H.
December 20, 1967

Mr. Michio Takata
Director,
Division of Fish and Game
Department of Land and Natural
Resources
State of Hawaii
Honolulu, Hawaii 96813

Dear Mich:

Thanks so much for your letter of December 15, and your generous permission to allow us to use any information we care to from any of your unpublished reports. I have sent a copy of your letter to Jane Church, my administrative assistant in Washington. She will see to it that the various authors of the island accounts include appropriate acknowledgments to your present and former staff members.

I am hopeful that our island report will be completed in the near future, and published by the Smithsonian Institution. I will see to it that Xerox copies of the final draft reports are forwarded to your office, so that you can have them for your files immediately instead of having to wait for them to appear in published form.

Hopefully, I will have an opportunity to return to Honolulu some time during the next few months. I would enjoy the opportunity of another good visit with you.

Cordial regards for a merry Christmas and a happy new year.

Sincerely yours,

Philip S. Humphrey
Dr. Philip S. Humphrey  
Museum of Natural History  
The University of Kansas  
Lawrence, Kansas 66044

Dear Phil:

I am happy to hear that your island reports are nearing completion. Please feel free to use any information you care to from any of our unpublished reports. Appropriate credit, of course, would be appreciated.

Our present and former staff members who contributed toward the compilation of the field reports we have made available to you are as follows:

- David H. Woodside, Chief, Wildlife Branch
- Ronald L. Walker, Wildlife Biologist
- Gerald E. Swedberg, Wildlife Biologist
- Ernest Kosaka, Wildlife Biologist
- Richard E. Warner, Wildlife Biologist
- Raymond J. Kramer, Wildlife Biologist

* Former Employees

We have enjoyed our association with your staff and look forward to continued contacts.

Best wishes for a joyous holiday season.

Sincerely yours,

MICHIo TAKATA, Director  
Division of Fish &

MT: cy