HAMBURG SCIENTIFIC FOUNDATION

RESULTS

OF THE

SOUTH SEAS EXPEDITION

1908-1910

PUBLISHED BY

PROF. DR. G. THILENIUS

DIRECTOR OF THE HAMBURGMUSEUM FOR ETHNOLOGY

II. ETHNOGRAPHY: B. MICRONESIA

AUGUSTIN KRÄMER

PALAU VOLUME 1

HAMBURG
L. FRIEDERICHSEN & CO.
1917

PALAU

BY

PROF. DR. AUGUSTIN KRÄMER

PALAU VOLUME 1

PART I. THE HISTORY OF THE DISCOVERY
AND II. GEOGRAPHY

WITH 48 FIGURES IN THE TEXT,
2 COLORED AND 11 COLLOTYPE PLATES
AND 3 CHARTS

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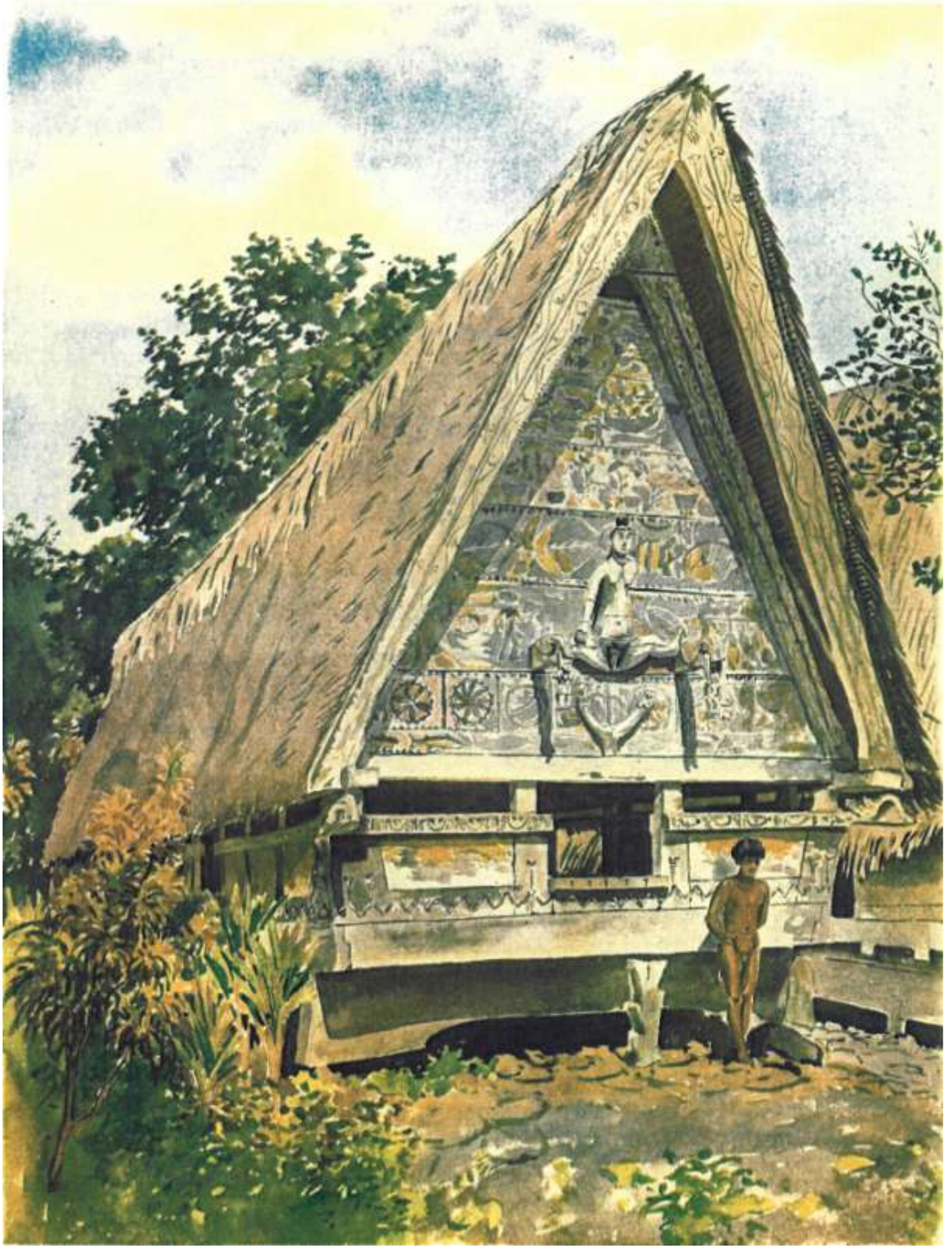
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This translation is digitally released on July 01, 2014. This is a work in progress where ongoing edits are still being made before its final publication at the end of 2015. For edits and comments please email to kramerpalau@yahoo.com.

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//Krämer, Palau, Vol. 1, Plate 1//



The Ngarmidlbai of Goreor Village, in which Wilson, Mc Cluer, Cheyne, Semper, Kubary, Micklcho Maclay and many more lived. (Aquarell from E. Krämer)

A memorial to the pioneering explorer of Palau

JOHANN STANISLAUS KUBARY

In thankfulness to my collaborator

Mrs. ELISABETH KRÄMER-BANNOW

Foreword.

In the midst of raging war, I shall proceed with the publication of this monograph on Palau, so that what was almost finished could now be gradually completed with no further delay. Almost 5 years have passed since my wife and I left Palau the last time. In the summer of 1910 we returned to Germany. After finishingmy work in Samoa, I had begun to look to the western Pacific. In 1905, a look at the state of Kubary's works in Kiel gave rise to the decision to visit his favorite place, Pelau. The many exceptional things he had collected and published here and there over years and years of work needed to be arranged and expanded. Initially, I only planned a short visit for orientation in order to acquire sufficient knowledge of the place to write a short book.

The new task that I set myself was the study of the peculiar ornamentation that, so colorful in form and so incomparable in design, adorns Palauan club-houses and Bai. This was notably neglected by SEMPER and KUBARY, to say nothing of other short-term visitors and explorers.

Soon, however, it became apparent—asis often the case—that even aside from that much work remained to be done there. After completing the work on my second voyage through the South Pacific, I was afforded the marvelous opportunity to visit Melanesia. The S.M.S »Planet« was scheduled to depart early in 1906 to conduct scientific exploration during its voyage through the Atlantic and Indian Ocean. I had the good fortune to be affiliated with this expedition as an anthropologist.

After ten months, the voyage ended in Matupit in New Pomerania. My wife followed me there since, in a far-sighted manner, I was granted a one-year leave by the German Imperial Navy Office for the purpose of traveling to the Caroline Islands. For this purpose, the Imperial Colonial Office offered me considerable support not only by way of money, but also through its instructions to localauthorities to help me in practical ways. Kommerzienrat Johannes Kahlbaum from Berlin contributed generously toward the cost of this trip, and so the collections from this first voyage shortly before my departure were sent to the Museum for Ethnology in Berlin. In 1908 in Kiel, I first wrote up the results of the voyage

of the Planet, which appeared in volume V of the Accounts of the Voyage of the Planet. After this I published an outline of our voyage through the Caroline Islands in the Mitteilungen aus den deutschen Schutzgebieten (News from the German Protectorates). During the required review of the material, I realized that the material on Palau was not sufficient for a monograph. At this point, Prof. Dr. Thilenius in Hamburg asked whether or not I would like to assume leadership of the large South Pacific expedition planned by the Scientific Foundation of Hamburg during its second year 1909-10. This came just at the right moment. This opportunity appeared to be very promising for the completion of my studies. While making my initial travel arrangements, I suddenly received another inquiry from the Imperial Navy Office as to whether I would be prepared to join the marine expedition, which had lost its leader in New Mecklenburg through his suddendeath, and remain with it tothe end of its journey. As the Imperial Naval Office had been so accommodating of my wishes in 1906, I could hardly refuse. I accepted, provided that my wife would be allowed to join me. This was granted. Thus not only did she share in the great exertions of this journey, but also in those of the second voyage to the Caroline Islands that followed it, especially by lending me a helping hand in the exploration of the Palau Islands, as was noted in the history of their discovery in »Krämer Diar« (p. 160). Her field was not only drawing and painting, but also the exploration of the life of women, their work, housekeeping and cooking, etc. I owe her so much that a great deal of the material should really be published in her own name. The reason for not doing so is that her observations and suggestions impact my work in other ways as well. Therefore, I placed her name next to Kubary's in the acknowledgements. The diary entries, however, do not show the actual hardship and dangers this journey entailed. The hundreds of boat rides we took together, rain-drenched and sunburnt, in boats or narrow native canoes, on the rough open sea, or breaking the surf during storms and against strong currents. We took hikes togetheracross red-hot rocks and through swamps and rivers; we traversed barefoot or in light gym shoes slippery hillsides and walked through thick mountain forests and at nightfall ourbed, for months at the time, was the barren floor of a narrow hut softened only by fern and palm leaves; yet we welcomed the hard woodfloor of the Palau bai. The mosquito net was our bed-chamber, shielding us from the environment. Coconut, taro, breadfruit andyams we liked the best and they were our daily food. If we had fish or somehow came upon a piece of pork or a pigeon,this was a special treat. None of that is found in the diary; northe beauty andthe recreation we enjoyed. Science demands results and not experiences; it deliberately leaves feelings and emotions aside. Soon will have to understand those allusions that are found between the lines. Perhaps at a later point in time we shall find the leisure to share a peasant anecdote or two about the sunny days in the Caroline Islands.

My wife published a small booklet on New Mecklenburg together with her drawings with Dietrich Reimer under the title »Bei kunstsinnigen Kannibalen in der Südsee (With Art-Minded Cannibals in the South Pacific)«.

Work at the museum, however, and later military service delayed the completion of this monograph. A trip to Spain that I made in the fall of 1913 at the behest of the Scientific Foundation of Hamburg, in order to rummage through the archives to shed light on the history of the discovery of the Caroline Islands also took up some time. As might be seen from what follows, this trip was not in vain. I am much obliged for its success to the director of the Archivo de Indias in Seville, Don Pedro Torres Lanzas.

Altogether we stayed in Palau for no longer than nine months, mainly during the rainy season from April to September. My own request to stay longer in one placefor the purpose of writing a monographwithout interruption for at least one full year was not granted. Comparedto my previous work in Samoa, the situation in Palau was complicated by the fact that the language there was still entirely unknown and was far more difficult than the Samoan language. In addition, I had to survey the entire northern part of the island in haste since it was impossible to enter the locations of the villages onto the existing maps. Let it be said that I am all too well aware of the shortcomings of this monograph. If, nevertheless, this work turns out to be more extensive and more detailed in places than the one on Samoa, this is due to experience and longer on-site research work, as well as to the substantial assistance provided by my wife.

How good that she painted all important picture stories in color! The typhoon of Nov. 26, 1912, has swept away almost all the houses; in most cases, the old and damaged oneswill never be able to be restored. Camera and paint brush ensured that we would not be denied their sight forever. I was provided with an explanation of those images by my tireless and knowledgeable interpreter William Gibbon, whose father is often mentioned in the history of their discovery, along with Aumang, a close relative of the high chief of Goréor. I was delighted to speak to him in German and to encourage him to do so as well. How well he could speak German,even though the German Capuchin and researcher Fr. Raymundus had been in the country for only one year,can be seen in the letter he wrote to me at the beginning of 1907: Dear Pastor Dr. Krämer! Today, I am travelling with my wife to Malekeok. Her father is sick. Keep the Kesskess from Ngirakederang. I have to take with me the Pidel a Churdmau to Molokeok in order to complete it. I will return next Sunday. Warm greetings from Otto Aumang«.

Unfortunately, despite various conversations about the spelling rules of the Palau language, I was not able to reach an agreement with the former Capuchin superior, now Bishop Salvator Walleser

Even though I sacrificed my *th* and accepted his *d,* he did not want to surrender his *ch* for my *g*. This explains the differences which are further illustrated in the chapter »Language«. The following pages shed light on how much I owe to the support of the government, especially the Governor of the Protectorate of New Guinea, Dr. Hahl.

Moreover, I acknowledge the cooperation of the Imperial Navy, especially the kind help of Captains Kurtz and v. Trotha of the S.M.S. Planet, as well as of Herr Rat Aschke from the Imperial Navy Office. Finally, I must acknowledge the support of my fellow travelers and to offer the assurance that our work was done for Germany. A German piece of work it shall remain!

Stuttgart, August 27, 1915.

DR. AUGUSTIN KRÄMER
Marine-Generaloberarzt z.D.
Active Military Service

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Side plan:

Goréôr with the limestone rocks, east and south of it, especially the newly explored island maze Songél a Lise. According to my own recordings.

Chart 2

Palau Islands. Chart of the Imperial Naval Office, Berlin, 1911, no. 180. According to my information, prepared at the end of 1910 and the beginning of 1911 in the Imperial Naval Office. Only the southern part (Malágal port, Dénges entrance, Ngeâur, etc.) follows the surveys of the S.M.S. Planet and older information. Volcanic land *(pélau)* is distinguished by the color red, limestone *(gogeál)* by the color blue. The names of reefs, etc. have been inserted recently, just as the distribution of forests and wastelands *(ked)*, and the Mangle and sandy beaches.

Chart 3

Babldáob and Ngarkldéu according to bearings and measurements personally taken on the fly from 1909-1910. Scale 1:1000 000. Completely original work in 1913.

Side plan a: Toi rë gúio.

" b: Ngátpang entrance.

Abbreviations and most common Palauan Words.

(Pronunciation *g* = ch, *d* = English th, *ë* = ä, *ī* = *íĕ*, *ū* = úŏ; *âu*, *êi* as in genau, Fischerei.)

Abt.	= part
At.	= family tree
B.	= mountain
Bez.	= district
E.	= entrance
D.	= village
Gald.	= *gálděbegěl*
Gen.	= generation.
Gesch.	= history (part VII)
G.	= Gogeál
Gor.	= Goréôr
H.	= house
I.	= island
v. M. M.	= v. Miklucho-Macklay
Kr.	= Krämer
Kub.	= Kubary
L. éd.	= Lettres édifiantes (see p. 14)
Litt.	= literature (part VIII)
Log.	= *logúkl*
Mel.	= Melekéiok
Ngk.	= Ngarekeâi
Rub.	= *rubak.*
s.	= see
S.	= page
Sem.	= Semper
Sp. Litt.	= Spanish literature (see p. 175)
Tlbd.	= volume
R. M. A.	= Imperial Naval Office
Verf.	= constitution
Verz.	= index
Vgl.	= cf.
Wall.	= Walleser
Wils.	= Henry Wilson

a, ar	= a type of article
ardil	= women
bab	= above, up
bad	= stone
bai	= men's house (*bail-pelú* = village house)
blai	= residential house
bítang	= side (*bital pelú* = village side)
dil	= woman
gádes	= stone path
gálděbegěl	= club, male association
galid	= god and priest
gogeál	= limestone rock
ilíud	= chief's stone platform
iúngs	= island
ióu	= below, down
ked	= heath, wasteland
kekerél	= small
kleblīl	= clan, tribe
klóu	= large
logúkl	= picture story
metúker	= bay
móngol	= courtesan, bar girl
pélau	= volcanic land
pelú	= village, place
pkul	= promontory
róis	= mountain
rúbak	= chief
táog	= creek
toágel	= channel, large passage
tói	= entrance, small passage
ugél	= the topmost
úgul	= the trunk

Part I.

History of the Discovery of Micronesia

During the 200 years after Magellan, and the exploration of Palau during the following 2 centuries, together with a chronological table and an index of Spanish literature. Identifying the names of the Caroline Islands on charts and in written texts, along with an index of names.[1]The meaning of the word Palau.

In his book »Die Inseln des Stillen Ozeans«, MEINECKE says in vol. 2 on p. 361: »Palau . . . was first discovered in 1543 by Villalobos, who named them characteristically Arrecifes (Reef Islands); they were rediscovered in 1783 by Capt. Wilson who was shipwrecked on its reefs. This event lent almost as much importance to these islands as Cook's visits to Tahiti.«

Based on this reference, **Villalobos**, in Germany and elsewhere, was hailed as the discoverer of Palau.[2] Like many others,[3]MEINECKE based this assertion on the imprecise information[4] of the Spanish historian ANTONIO DE HERRERA, who in his Historia general . . .[5], which was first published in Madrid at the beginning of the 1600s, writes the following:

On January 10 (1543), having advanced 50 miles at the latitude of 10 degrees, they passed a beautiful island that looked inhabited but they did not drop anchor. Indians in Praus [i.e.canoes] approached who made the sign of the cross.

They could be understood as saying in Spanish: “Good morning, sailors”; and so they called the island Matelotes. Thirty-five miles to the west, they passed another large island which they named for its reefs since it had so many.

On the basis of HERRERAit was assumed, up until now, that the Ngulu Atoll is the Matelote Islands, and Palau the islands called »Los Arrecifes«. The Colleccion de Documentos inéditos Tomo V, Madrid 1866, however, contains the original text of the voyage of RUY GOMEZ DE VILLALOBOS, stating on p. 119:

On January 23, after we had sailed 50 miles, at 10 degrees latitude, we passed a small island, well populated and seemingly very beautiful. We did not drop anchor there, but natives approached in canoes making the sign of the cross with their hands. We could hear one of them say in Spanish: »Good morning, sailors«. That is why we called the islands Matalotes. At the same latitude, 35 miles to the west, we passed another large island. Because of the reefs that extended from it, we could not anchor there. Natives in canoes set out from the land, which we called »Islands of the Reefs«. Heading west, we reached a large island on February 2. It had a bay and we named it Malaga. It is located at 7° 40´ north latitude.

The bay was on the eastern coast of Mindanao. The accuracy of the latitude given for Malaga suggests that the 10° latitude for the other islands is correct as well. In my opinion, the beautiful small island can only be Feis (9° 45´)[6], and the next larger one could only be Mógemog (10°) or Yap (9° 30´) since they are situated »on the same latitude«. The distance of 35 leagues = ca. 140 nautical miles would suggest Yap, which is located 150 nautical miles off Feis,

while Mógemog is only 55 nautical miles away. The general westward heading with a southern dip could also suggest Yap, since the destination was the Moluccas, located on the same latitude. But since almost all charts[7] show Arrecifes as a chain of smaller islands, one must assume that it is most probably *Mógemog*.

In any case, I regard it utterly out of the question that Villalobos discovered the Palau islands.

This poses the question whether an earlier navigator had sighted the Palau islands.

(1521)

In 1521, Magellan remained too far to the north and sailed from Guam directly to the Philippines. After his death on April 27, 1521 on Mactan in the Philippines, the Basque SEBASTIAN**del Cano**[8] assumed overall

(1522)

leadership of the expedition. On board the Victoria, he took the westward route back to Spain. In 1522, the other ship in the expedition, the Trinidad, under the command of GONZALO GOMEZ DE **Espinosa**,[9] tried to reach New Spain on an easterly route. He wanted to accomplish this in the high latitudes and so headed in a north-northeasterly direction until he was said to have reached 42° north. Violent storms forced him to return to the

(1526)

Moluccas. On this voyage, he discovered the Ladrones (Mariana Islands) between 12° and 20°, of which only Guam and Rota, the most southern islands, became known through MAGALAN. At Rota, three men deserted, among them GONZALEZ**de Vigo**, who was found four years later by Loaisa's expedition. And so Magellan's expedition discovered all of the Mariana Islands, but none of the Caroline Islands.

Upon his return from his unsuccessful voyage to the east, ESPINOSA came upon the Portuguese in Ternate under the leadership of ANTONIO DE BRITO, who considered the Spaniards as intruders into their territory and subjected them to the most inhuman cruelties. ESPINOSA was carried off to Kotchin at the western coast of India, where VASCO DA GAMA arrived as viceroy in September of 1524 but soon afterwards died on Christmas 1524.

He was succeeded by Dom HENRIQUE DE MENEZES who in 1525 sent D. GARCIA HENRIQUEZ to the Moluccas in order to replace ANTONIO DE BRITO, which he managed only with great difficulty.[10] They soon learned that on the nearby Celebes

gold was to be found, and so a boat commanded by DIEGO**de Rocha,** with GOMEZ**de Sequeira serving as pilot** was dispatched. This expedition had little success and during its return the boat was driven off -course 300
(1526)
miles to the east. Around October 1st, they reached an island where, they remained until January 20, 1526, waiting for favorable winds.

According to GALVANO[11], it was located between 9 and 10° North and they could pass between the islands. ROCHA named them after his pilot, Islas des Sequeira.

Accordingly, these islands could have been the Ulúlĭthi[12] archipelago, commonly referred to as Mógemog.

J. DE BARROS,[13] however, reports that the islanders' clothes were made of a smooth, soft fabric, and he alsoreports a high mountain on the west side.

Accordingly, it must have been Yap since Mógemog is a low island and Palau does not have any mats! Perhaps he saw both islands!

CÖELLO (Sp. Lit. II, p. 231) is of the opinion that ROCHA once again in 1528 reached the West Caroline Islands.

Admittedly DE BARROS is not very reliable. Because of the location and garments, I judge it improbable that these were the Palau islands, as P. A. TIELE[14] believes. It is too bad that an accurate account of these first dealings with the Caroline Islands is not available.

Likewise **Jorge de Menezes,**[15]— one of many bearing this name and a man who at that time held positions due to family relations—ended up in the east as he tried to reach the Moluccas on a northern route
(1526-27)
around Borneo (at the end of Aug. 1526). He sailed southwards, spent the winter below the equator on the island of Wersidscha (see Saavedra), and only in late May 1527, for the first time, reached Ternate, whose sultan made an ardent enemy of the sultan of Tidore.

In the meantime, the second Spanish expedition of **Loaisa,**[16] that in the wake of MAGELLAN set sail from Spain in July 1525, arrived in Tidore.

The same SEBASTIAN**del Cano** who, after MAGELLAN'S death, completed the first circumnavigation on board the Victoria, was sub-commander of this expedition. However, LOAISA as well as his successor, DEL CANO,
(1526)
died, one shortly after the other, in the Pacific at the end of July and the beginning of August 1526 before reaching Micronesia. Their successor in office, TORIBIO ALONSO**de Salazar**, touched upon the most northern of the

Ratak islands, Gaspar Rico or Taongi, which he named S. Bartolomé, [and then] 12 days later reached the Ladrones, where MAGELLAN and ESPINOSA had already been, and where he found the aforementioned Gonzales de Vigo, who boarded the ship and travelled west with him to the Philippines.

A few days after leaving the Mariana Islands, SALAZAR, too, died on September 13, 1526, and the Basque M. J. DE CARQUIZANO became commander-in-chief and sailed via Mindanao and the Talaut Islands to the Moluccas.

(1527)

On October 31, 1527, a new Spanish expedition with two vessels and one brigantine set sail, this time from New Spain under the command of ALVARO**de Saavedra**.[17] On its way westwards, it came upon the northern Ralik-Ratak Islands, probably Udjirik and Róngelap (or Rongerek or Ailinginae), but discovered nothing else before it reached Mindanao.

From Mindanao, SAAVEDRA proceeded to the Moluccas where he had eventful experiences with the

(1529)

Portuguese. In May 1529, he sailed to Celebes where he ransomed two Galicians, ROMAY and SANCHEZ, who, after murdering their captain DON JORGE MANRIQUE, deserted LOAISA'S ship Maria del Parral. Thereafter he set out on his journey home to America. First, traveling south, he reached the island of Paine and then Wersidscha, an island mentioned above by JORGE DE MENEZES and which WICHMANN (l.c.) believed to be Wiak and Sapioni of the Schouten Islands. On the northern coast of New Guinea, he sailed eastwards without touching land[18] and became the first person to discover, on August 15, 1529, at 1° 40´ S, the Admiralty Islands[19], which he called Urais la grande, [and] which he perhaps recorded as Usiai

since he anchored, had dealings with the natives, and even had a man from Urais with him for one year.

From there Saavedra caught sight ofNgátik at 6° on September 14, Udjelang[20] at 9° on September 21, and Eniwétok at 11° 30´ on October 1, 1529. . At 14° north, the northeast trade wind was blowing with such force that Saavedra abandoned the struggle to return to Mindanao, passing the Ladrones[21] as he did.

During the first decade of the discovery of Western Micronesia, 1520—30, no fewer than seven voyages took place in the area of Palau without the island being discovered. Much the same was true during the 16th and 17th centuries.

(1537)

In early April 1537, HERNANDO**de Grijalva** sailed from the western coast of America close to the equator.

Grijalva was sent by Cortez,along with another ship under the command of ALVARADO, to aid PIZARRO, but then sailed off to the west alone. He tried to reach the Moluccas at the equator. Because he crisscrossed the equator several times, sailing north as far as 25° N and then south to 29° S and, and then intended to return, the crew mutinied and murdered him.

He was succeeded by his nephew, LOPO DAVALOS. Davalos sailed westwards near the equator. After sailing 1000 leagues, they came across an island at 2° N, probably Apaiang or Mákin in the Gilbert Islands. 500 leagues further they reached the islands off the northern coast of West New Guinea[22]; where they lost their ship. Many died and only a few reached Tidore in 1538, where ANTONIO DE GALVAO[23]was governor of the Portuguese.

(1538)

GALVAO sought to spread Christianity across the surrounding islands. Among other things, he sent FRANCISCO**de Castro** to Celébes. Castro virtually repeated the voyage of DIEGO DE ROCHA in 1525 that was referred to on p. 4.

On his return, he was driven 100 miles off course to the north and put ashore on the island of Satigano, where he remained for three weeks before proceeding to Mindanao. With respect to the distance, this could have been the island of Palau, but his direction and the name, all in all, point to the Sulu-Jolo archipelago.

GALVANO assumes that his captain, DE CASTRO, already brought Christianity to the West Caroline Islands, since VILLALOBOS, in 1542, was welcomed with the words »Buenas dias Matelotas« and the sign of the cross. But there is no conclusive evidence

offered for this assumption, and it is unfortunate that navigators at that time did not usually record anything about their dealings with indigenous people. It is much more likely, as we have already mentioned, thatDIEGO DE ROCHA in 1525 was the one responsible for introducing these cultural features, since it was hewho discovered and visited Yap, an island that maintains regular contact with Mógemog-Feis.

Admittedly, however, there is a possibility that DE CASTRO did visit the West Caroline Islands.

(1542)

In 1542, **Villalobos** first saw some of the Ralik-Ratak Islands. COELLO (Sp. Lit. II., p. 281) says that Coral or Corales can arguably be identified as the Otdia (Wotje) group of islands—de los Reyes as the island of Likiep, and los Jardines as Guádjelin atoll.

On his voyage to the west, he happened across Feis and Mógemog[24], but certainly not the Palau islands, has already been established above. Admittedly, he gave the Philippines their name, although the name was only later recorded by LEGAZPI.

A map of the Southern Ocean by ORTELIUS from the year 1589 shows the Matalotes andthe Dos Aricifes at 10° north, whereas a map by the same cartographer in 1579 places them somewhat above 6°.

In 1543, VILLALOBOS ordered BERNARDO **de la Torre**[25] to return eastwards to New Spain in order to report to the Viceroy. He sailed north and discovered several islands at 11—12° N that he called Philippines. Then he seems to have reached the Marianas, and from therehe headed back. On the way back, he discovered an island with large paddling canoes in the center of which was mounted a princely throne. The oarsmen were largely black. Those were certainly not the Palau islanders.

(1545)

In 1545, VILLALOBOS once again attempted to send off a ship on the eastern route to New Spain. It was under the command of INIGO**Ortiz de Retes,** who had**Gaspar Rico** as pilot. Like SAAVEDRA in 1529, the ship sailed south along the northern coast of New Guinea, discovering and naming this island. VILLALOBOS died in 1546 in Amboina.

(1545)

In 1545, PETER **Fidalgo**, a Portuguese, was driven off course to the north and discovered the main island of the Philippines.

While the Portuguese established themselves in the Moluccas, the Spaniards assumed sovereignty over the Philippines. The actual conquistador of the large archipelago is said to be the Basque MIGUEL LOPEZ **de**

(1564)

Legazpi, in the company of ANDRÉS **de Urdanéta,** who for a long time had been an official in the Moluccas, but then swapped the cowl for the sword.[26]

On November 21, 1564, asquadron of four vessels together with a smaller ship, the San Lucas, that would soon be separated from the other ships, set sail from Mexico. Instead making the proposed voyage to New Guinea, they were given orders to sail to the Philippines. So they pursued the conventional course to the north. . They discovered Medjid in the Ratak Islands, then probably Ailuk, Temo, Liekiep and Arno;[27] from there, the journey continued via Guam to the Philippines, where Spanish rule was established.

As mentioned above, the smaller vessel San Lucas followed its own course. Its captain was ALONSO de Arellano, and its pilot LOPE **Martin**;[28]there is no doubt that they deserted. Probably for fear of encountering the squadron, they plotted their course from Likiep somewhat more to the south, and so they became the **actual**
(1565)
discoverers of the Central Caroline Islands in January 1565. From Likieop, an island that LEGAZPI discovered at about the same time, they sailed southwest and in all likelihood discovered Namo, Djábwat, then Truk, and the atolls west of it: Polap with Támatam, then Sórol,[29] and finally Ngúlu, erroneously called Matalotas as previously noted,that, after all, was just discovered at this time.

At the end of January, they reached Mindanao, setting out on their return in early March to the north. At 40° N, they discovered a rock, and on August 9, 1565, they were back in the port of Navidad in Mexico, then the most important seaport along the west coast of the Americas.

LEGAZPI remained north of the Philippines and a few months sent word to America about the success of the expedition. He put in charge of the expedition FELIPE SALCEDO, who, after the death of his pilot ESTÉBAN RODRIGUEZ [and]with the assistance of the monk URDANETA (see above), became the second person to successfully make the voyage from west to east, from the Indies to America. He sailed at about 20° north, so that he must be considered the true finder of the return journey.

He did not touch at the Caroline Islands. On October 1, 1565, he and his crew arrived at the port of Natividad where they were able to disprove MARTIN'S claim that the ships of LEGAZPI had gone missing.

The success of this undertaking, i.e., the voyage from west to east, should be attributed to LEGAZPI, since travel between the Philippines and New Spain was now made possible without infringing on the Portuguese sphere ofinfluence. On May 1, 1566, the vessel San Gironimo set sail from Acapulco; on board were its captain
(1566)
PEDRO SANCHEZ **Pericon** and the pilot LOPE **Martin**.[30]This scoundrel understood how to evade suspicion of disloyalty. But the further the journey took him to the west, where he spotted some

of the Ratak Islands (Malóelab, Erikub, Guádjelin, Udjelang), the more fearful he became of showing himself to his commander LEGAZPI. He instigated a plot and murdered his captain PERICON. As he planned to travel northwards to China, the crew took a stand against him and marooned him along with 13 of his followers on the Namonito Atoll (July 21, 1566). The rest of the crew sailed to Guam, but on their way from there to the Philippines were forced to bring the ship about due to heavy storms. Along the way it spotted a large group of islands that could have only been Mógemog or Palau. Since I did not find any indication whether these islands were high or low, it cannot be decided with certainty which island they spotted. There is every indication that it was Mógemog, since the vessel did not plot its course to Mindanao (7˚ = the latitude of Palau) but to Cebu (10˚), where they arrived on October 15, 1566.

(1568)

LEGAZPI was succeeded by the renowned ALVARO**Mendaña de Neyra**,[31] who discovered the Solomon Islands in *1568*.

On his return voyage from San Cristobal, he traveled north and at a chain of low islands at $8^{2}/_{3}$˚ latitude north[32] discovered a chisel, a rooster and many pieces of rope[33], perhaps remnants of the marooned MARTIN and his comrades (see above p. 8).

(1569)

In January 1569, MENDANA returned to America. He certainly did not spot Palau on his first voyage, much less on his second in 1595. On the latter he was accompanied by the famous pilot **Quiros**, who, after the

(1595)

early death of the commander,[34] stood by his brave wife in the many perils during the journey home from Santa Cruz. This voyage headed in a similar NW and NNW direction, only this time—as the historian reports[35]—an island, Ponape, was spotted on December 23, 1595. It was called Islas de Barbudos.

That the discovered island was Ponape is reasonably evident from ZARAGOZA, vol. I, p. 155 »It was already afternoon and so a sailor climbed to the crow's nest to scour the sea; he gave notice of a low island and many shoals into which we had maneuvered like into a yard . . . (NNW bearing) . . . The latitude

of this island was 6 full degrees.[36] It is almost round: A perimeter of thirty miles.[37] Overall, it is not very high and is densely forested, with many flowers and dwelling places along its slopes. Three miles to the west it has four flat islands and many others close by, all surrounded by reefs. Off the southern part the sea appeared to be very clear.«

The course I plotted according to the log, vol. I, pp. 142—155, from Santa Cruz the ship first heads WSW for two days, then NW until 5˚ latitude south, 163˚ longitude; the NNW bearing set from there leads exactly to Ponape.

Keeping a NNW heading, the voyage continued up until 14˚ north, then westwards, passing between Guam and Rota (Serpana) to the Philippines.

In 1606, QUIROS' voyage finally led to the discovery of Espiritu Santo. On the journey home, the only island spotted, on July 8, was the small island of Makin in the Gilbert Islands which was said to be located at 3½˚ North,[38] with a perimeter of six miles. The latter was not true for nearby Butaritari.

As much as MENDANA-QUIROS accomplished for Melanesia, very little was done for Micronesia even though they sailed through the islands three times.

MENDANA'sfirst voyage in 1568 was chronologically not followed by his second, but 11 years later in (1579)
1579 by the voyage of the British navigator FRANCIS **Drake**, the buccaneer and pirate, whom the English, ignoring the great feats meanwhile accomplished by the Spaniards, like to hail as the second greatest circumnavigatorafterMAGELLAN. He is even said to have discovered the Palau Islands.[39]DRAKE's voyage is the subject of many books, e.g., by EDWARD CAVENDISH, DRAKE.[40] He says: From the top of a tree in Nombre de Dios on the western coast of America, FRANCIS DRAKE IN 1572 spotted and marveled at the Pacific, much like Balboa. His longing was satisfied. In December 1587[41] he sailed with five ships from England, first to California, and then across the Pacific to the Mariana Islands, which he reached on October 13, (1588).

On the outside and inside, the canoes were smooth and shiny like polished leather, on both sides were two pieces of wood bedecked with white shells; the natives had large earholes, fingernails one inch long, and teeth blackened bybetelnut. They were so thievish that they were not allowed to come on board, whereupon they threw stones. On the 18th, after passing other heavily populated islands, they reached Tagulada, Zewarra and Zelon, whose people maintained friendly relations with the Portuguese.

Another source[42]: »On September 30, we arrived at certain islands at 8˚ north

of the equator; the islands of thieves. Bow and stern of their boats were shaped inward in the form of a semicircle, quite tall, and fully draped with certain shiny shellssignifying bravery. The people had cut in a round or circular manner the lower part of their ears, which hung down reaching the cheeks and in which they placed objects of great weight. Their fingernails were at least one inch long«. — ———

A third source[43] features this description: Found islands at 8˚. The teeth are black as pitch. To make them such, they rub them with a certain herb that they always carry along for this purpose. It looks as if they use their nails as offensive weapons. After we had stayed there for two days and one night, we departed on October 18 (1579) and, along the way, passed several islands where we saw a great deal of smoke and fire and a great number of inhabitants; but our General did not intend to go ashore. On November 14, they passed the Philippines.

Eventually, ARGENSOLA,[44] p. 106, states that the islands he visited, los Ladrones, are located at 9˚; he is said to have killed 20 Indians as 100 canoes attacked him.

This information (I disregard any other) shows:

1. That the date differs by 2—3 weeks, which is a sign that journals were kept inadequately.
2. The latitude of 8˚ would better fit Ngulu than Palau, if it is correct at all.
3. The semicircular, tall bow and the same stern better match the boats of the natives of the Central Caroline Islands with their forked-tails, unless it refers to the sacred boat of the people of Yap that has a large semicircle in the front and at the back. Shell decorations are found only in rather small sizes on the war boats of the Palauans; the boats of the people of Yap, however, display large shells.[45]
4. Palauans do not widen the holes in their earlobes at all or only very little; the Central Caroline islanders, especially the people of Yap, contrast, very much so.[46]
5. Palauans do not grow their nails long, as occasionally is the case among women weavers in the Central Caroline Island in order to spin their yarn. In Yap and the Mariana Islands, feudalism could possibly be a reason for this; not, however, in Palau.
6. While Palauans do have teeth blackened by betelnut, they do not color them like the Yapese and Chamorros do.
7. Passing several inhabited islands by sailing westwards is only possible for islands more to the east, but not for Palau.

Since the inhabitants of Ngulu and Yap are closely related to one another, it seems to me highly probable that, following MARTIN (see above), it was the buccaneer FRANCIS DRAKE, and not VILLALOBOS, who sighted the Ngulu Islands.[47] If, however, BROSSES' (see above) is correct that the first discovered islands were located at 8° latitude, and that from there he sailed for 27 days until reaching thePhilippines, then the islands are most likely Sorol, or even the islands around Truk.



Figure I. de Fér's map, 1702, from L'Atlas curieux, part 4, Paris.

That he discovered the Palau Islands is completely ruled out.

Some maps place the archipelago discovered by Francis DRAKE approximately at the location of the Palau Islands–for example, a French map from the year 1702, well before the discovery

byF. DE PADILLA (see below 1710), as documented by Nicolas DE FER[48] (see map, fig. I).

At the latitude of Mindanao but eastward of the island, lies an archipelago consisting of four larger and several smaller islands marked as J. S. Vincent, and the notation next to it reads »Ces isles furent découverte par DRACK l'an I . . . «

Located east of it is a J. de Casa, a character that was entered here by LEZCANO (see 1686). To the north of both of them, on the same latitude, lies J. de Reciss, J. au Matelot and a cluster of islands with the inscription »Ces Isles furent découverte par Magellan l'an 1520«. The first two are mentioned by VILLALOBOS in 1543, the latter are a figment of the imagination in view of the fact that MAGELLAN did not discover any islands except the Southern Mariana Islands. This island, namely Guam (Guahan on Guan dit l'isle de St. Jean), is located at the same latitude as the southern tip of Samar (Philippines) Hence, it is 120 nautical miles too far to the south. Apart from that, the map does not show any degrees of latitude and is therefore completely unscientific. I only mention it since its drawings, at a first glance, appear quite similar in location and shape to the Palau Islands; this, however, is a misapprehension—the islands discovered by DRAKE ought to be located far more to the east.

As a consequence, the discovery of the Palau Islands on any of these sea voyages has to be ruled out. I will pay no attention to the following, such as B. CAVENDISH 1586, OLIVER VAN NOORT 1598—99, DAMPIER

(1686)

1686,[49]ROGERS 1718[50], JANSON 1739, etc., who all sailed from Guam to America. FRANCISCO **Lezcano**, however, deserves special mention, since, by allegedly discovering an island in 1686 which he named Carolina in honor of Charles II, and thereby created the name **Caroline Islands** for the entire region, as it came to be known afterwards..

On the map, Fig. 3 (see p. 68), that I discovered in Seville, and which came into existence in 1710, only 24 years after the Carolines were given their name, one can see that the island actually sighted is probably[51] Fároilap,[52] an island south of the Mariana Islands.

It is often the case with inventions and discoveries that a latecomer unknowingly usurps the right of naming a discovery, not on his own merits, but by way of other circumstances and for practical reasons, out of vanity of the baptized, or servility on the part of underlings. The identity of the true discoverer is not reflected in the name. Just think of COLUMBUS.

At the time when the name Caroline Islands, as well as S. Lazarus, surfaced by way of LEZCANO, the name Palaos became attached to the West Caroline Islands, which were still officially called New Philippines. As already shown in HERRERA, the Spaniards called the native canoes that occasionally washed ashore from the east Paráos.[53] All four names are used on the map in Stöcklein, no. 127, p. 2 (see fn. 4).

In this manner the word Palaos came to be used of the West Caroline Islands and then gradually (see the map, fig. 2) the Palau Islands, but without having any connection with the proper name Palau.

In the Archivo general de Simancas near Valladolid, I discovered a letter by Fr. ANDRES SERRANO[54]in Manila directed to the Father Confessor of the king in Spain, PEDRO ROBINET, from June 10, 1710, in which he writes: de dichas Islas, que acà llaman de los Palaoz, »of those islands that are here called the Paláos«.

(1671)

Seven years prior to **Serrano**'s arrival in the Philippines in 1671, 30 boats drifted from the so-called Palaos, two of which reached the northern Philippines, and one Mindanao. During his time there, SERRANO

(1696)

witnessed eight similar events within a period of 37 years. On one occasion he speaks of 29 people[55] who arrived on December 28, 1696 in two boats, as reported in the well known letter of Fr. PAUL **Clain**.[56]

On June 10, 1697, the Jesuit PAUL CLAIN,[57] also spelled CLAYN, wrote from Manila to Father General GONZALEZ that there were 77,000 Christians and 41 missionaries in the Philippines.

He lamented that so many still had to die without the sacraments of the Church, especially those from Paiz near the Mariana Islands. He came upon the place Guivam on Samal[58] where he met 29[59] Palaos, as the inhabitants of those islands were called.

They were said to have been washed ashore in two small canoes that were called Paraos. Thirty-five set out to reach a nearby island, but were lost in a storm and drifted for 70 days. A native of Guivam wanted to show them the inlet. Once again they traveled eastwards, but could not brave the high seas. As they came close to the inlet one more time, the native of Guivam swam towards one of thecanoes. But all passengers, even the women with their children, hurled themselves into the sea and swam to the other canoe, where they were followed by their leader. Eventually they were calmed down and their canoes led to the shore. This took place on December 28, 1696.

The arrivals were offered a warm welcome by the people of Samar, who gave them coconuts, yams palavan (see p. 21, fn. 1 and p. 109, fn. 1) and rice, which they did not know. Two women who were driven ashore earlier and already had learned the language of the place acted as interpreters. One of them discovered relatives among the new arrivals. They wept as they recognized one another. They reported that their home includes 32 islands.[60] One was inhabited solely by women; men were only allowed to set foot on it at a certain time of the year. After a few days, they leave and take with them those boys that have already been weaned. Three of the 32 islands were uninhabited; the others, however, are densely populated. At the end of Part I, the names of the 32 islands in the index of names are compared with the 87 names of the map, fig. 2.

They are called: Paiz, Lamulululutup, Saraon, Yaropie, Valayyay, Satavan, Cutac, Yfaluc, Piraulop, Ytai, Pic, Piga, Lamurrec, Puc, Falait, Caruvaruvong, Ylatu, Lamuliur, Tavas, Saypen, Tacaulap, Rapiyang, Tavon, Mutacusan, Piylu, Olatan, Palu, Cucumyat, Pyaleunung.[61] The uninhabited ones are: Piculat, Hulatan and Tagitan.

Of all the islands, Lamurrec (Lamotrek) was said to be the largest, and the residence of the king of all the islands. One of the women cast ashore was his daughter. Although half-naked, they had good morals. The men, some more, others less, were tattooed with lines. The color of their skin was similar to that of the Filipinos. Men wore a type of girdle which covered their loins and thighs and was wrapped several times around the body. On their shoulders they wore more than 1½ cubits of rough-textured fabric which they made into a kind of hood tied together in the front and carelessly dangling at the back. Men and women were dressed similarly, only that the dresses of the women were a bit longer, reaching from the waist down to the knees.

Their language was different from that of the Philippines and the Mariana Islands. The pronunciation resembled Arabic. Those women who appeared to be most important

wore several rings and necklaces made of tortoise shell, called carey, and of another obscure material that looked like black amber but is not translucent.

During their voyage, they caught fish with traps and rainwater with coconut shells. Of all the animals, they knew only chickens, whose eggs they would not eat. They had no god and no idols. They didn't eat at particular hours, just when they felt hungry and thirsty.

As a gesture of respect, they took the stranger's hand or foot and rubbed it against their faces. Among their « tools were »saws«, made not of iron, but of a large shell called Taclobo[62] on Samar, and also a piece of iron the length of a finger. Men and women had shoulder-length hair. When they were to be brought to the missionary, they rubbed their entire bodies with yellow paint (Curcuma).

Some of their elders were previously driven ashore on the coast of the province of Caragan, but finding only savages there, they were forced to return.

At the end, the chronicler CLAIN asks for further missionaries to expand the work for conversions. — — — —

Thus far, CLAIN's letter in the L. éd.

The map, fig. 2, is attached to his letter. At the top-right corner the inscription "mars 1706 p." is found, suggesting that it was drawn around this time as well. The report of Governor ZABALBURU, which follows immediately afterwards, states that it was already recorded in 1696.

On this map, Palau, for the first time, is clearly shown as Panlog (A). The natives mentioned that it would take 30 days (number written on the island) to circumnavigate it, while it was only a three-day journey away from Samar (number written next to the island). The actual distance, however, is 600 nautical miles, which a native canoe sailing with the wind from abeam, even in the best circumstances, wouldhardly be able to cover in one week. On the other hand, acanoe, under favorable wind conditions, could probably circumnavigate the Palau reef in three days.

This could possibly indicate a mix up in numbers, but it is all very imprecise and the map is altogether inaccurate.

Even if the numbers are on the whole not reliable, they provide some clues; and on the basis of the material collected by the Hamburg Expedition, it is not too difficult to identify most of the names; further details are provided at the end.

As the following testimony shows, the 32 names in CLAIN'S letter, allegedly provided by the people from 1696, most probably originate from those in 1678, while the 87 islands on the map originate from those in 1696.

We must bear in mind that those names, which from island to island are given differently, were provided by the inhabitants of Feis (Paiz B) //p. 17//. The following report that constitutes a supplement to the letter of Fr. CLAIN clearly shows that the stranded people belonged to this island. On July 4, 1709, shortly before he was replaced, Governor Zabalburu reported to the king the events that took place in the year 1708. In Seville, I found a supplement to this

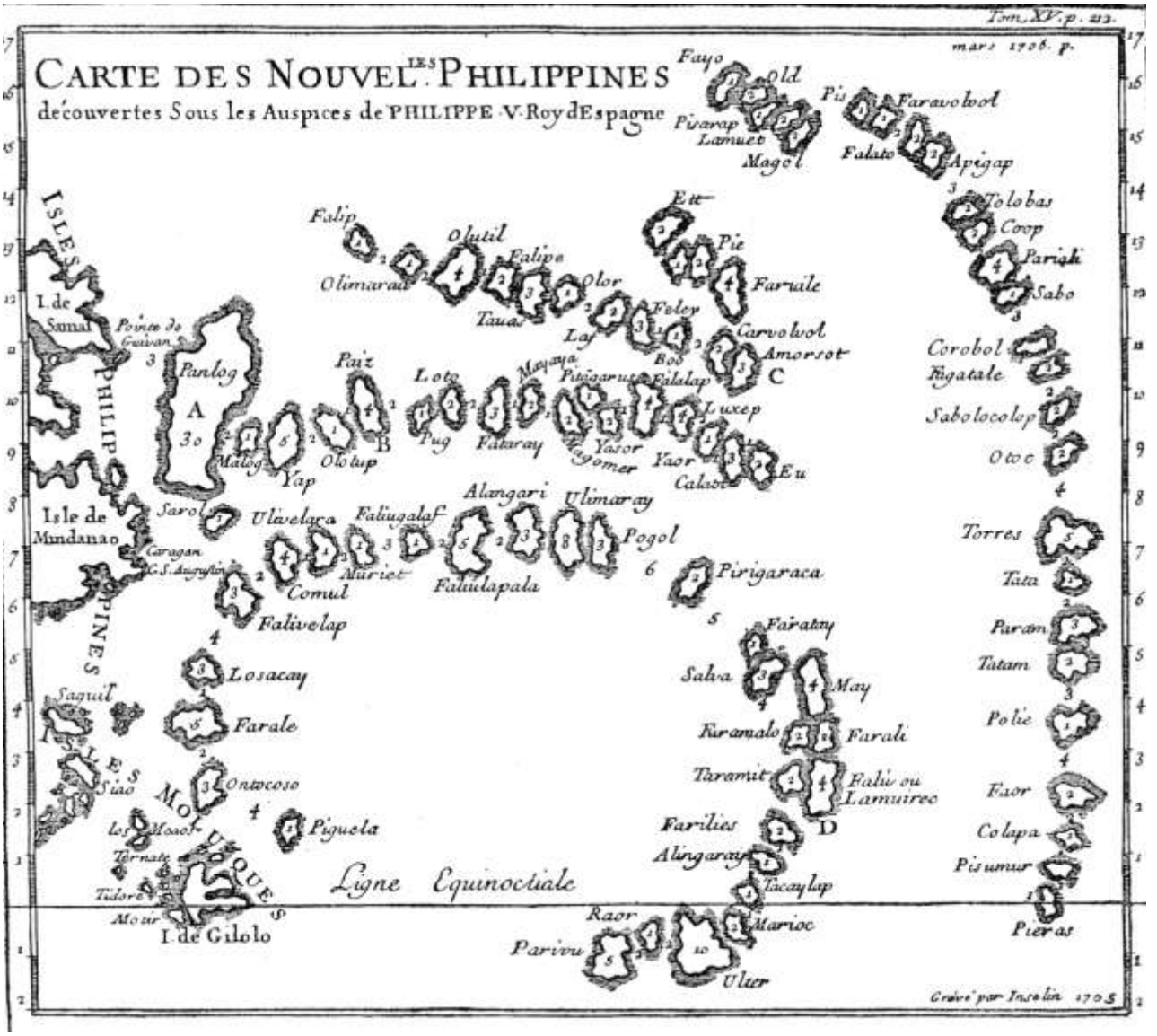


Figure. 2. Map of Fr. Clain from Lett. èdif. 1706 (see p. 32)

letter a testimony about the Palaos driven ashore in 1696, to which an account given by Father PABLO CLAIN on the statements of the Boy Ôlit—apparently an islander who was a servant of the priest and remained in the country—was attached.

I personally copied or had the Spanish texts copied in Simancas, Madrid and Seville. My wife accurately reproduced the drawings and maps. For the most part, or to some extent, the source materials

are probably not the originals, but copies. All texts are written in a very clumsy style, have a number of mistakes and in some places are incomplete. Initially, I translated everything myself, but as I realized the limitations of my work, I looked for help. By way of referral by the publisher, Mr. E. P. SALZER from the Romanisches Seminar at the Hamburg Colonial

Institute took great pains to critically review and to translate the texts. Due to the defects in the originals, some corrections were necessary, but by and large the texts were accurately reconstructed. Square brackets contain additions and spelled-out abbreviations; in the translation, the additions provide a better understanding. Attempts to recover corrupted

Testimonio des Guvernör Zabalburu.

(Corresponde a carta 5.)

Muy poderoso señor,

Los Padres Pablo Clayn Prouincial de esta . . . . y Antonino Juecyo de la mis[ma] C[ompañia] d[e] J[esus] . . . . dizen, que el año 1696 Febrero [. . . .] Prov[incia] de Visayas Pueblo [de] Guivan Jurisdiccion de [la] Prov[incia de] Leyte [. . . .] Hallaron en el dicho Pueblo 29 Palaos, gen*te* de *la ysla*[1] [?] derrotados; desde entonces commenzaron a llamarse de los Palaos o Païs, nombre que dezian era de su Isla natural. Los quales auian aportado a la dicha Isla de Guivan el dia veinte y ocho de Diziembre d[el] año 1696 en dos canoas o embarcaciones pequeñas de la hechura que ussa[n] los naturales de las yslas Marianas, despues de setenta y dos dias (segun dezian) de nauegación. Y hauiendo salido de sus yslas en numero de 35, por falta de sustento y incomodidades de la mar murieron los cinco de ellos, y otro en el dicho Pueblo de Guivan resien llegado poco despues de Bauptisado.

Y por medio de dos mujeres de su misma tierra desgaritadas los años passados y entonces ya casadas en el dicho Pueblo (que servian de interpretes) declararon tener en sus yslas un principal o superior a quien todos obedezen como a rrey, y hauer en cada Pueblo otro principal y señor a quien ellos llaman Tamol qual decian ser uno de su numero que venia con ellos en compañia de su mujer. Y ambos en el modo de portarse mostraban ser principales ô nobles entre ellos.

Y de los veinte y nueve las diez eran mujeres, y tres niñas y las demas grandes, y los diez y nueve hombres, tres muchachos y otros jovenes y otros de mas hedad.

Las facsiones eran como las de los naturales de Visayas de estas yslas, y el modo de vestirse en los hombres un paño o genero de tejido de hebras de un arbol al modo del que aqui llaman Medreñaque, con que encubrian lo que la naturalessa por Recato natural enseña Recatar a los ojos agenos, otro pedasso de cossa de *t*res baras o algo mas de largo, que abierto en la mediania metian por la caueza y de*j*aban caer por delante y por detras a modo de escap*ul*ario[2] de religiosos del mesmo genero, ô a modo de un capotillo amarra*do* po*r* delan*t*e con los cauos o esquinas; y en las mujeres un genero de señido[r] que aqui llaman Tapi[s] que coge desde la sin-

passages are italicized in the translation of Mr. Salzer. Very doubtful conjectures and seemingly corrupted passages that could not be reconstructed are marked by a question mark. Annotations in the text and in the translation are provided by SALZER; my annotations are marked with a circle.«

Record of the Governor Zabalburu.

Your Excellency:

Fathers Pablo Clayn, provincial of this . . . . . and Antonino Juecyo, of the Society of Jesus, ... state, that in February of the year 1696 [. . . . .] Province of Visayas town Guivan Province of Leyte.[63]

In the aforementioned town, they found 29 Palaos, stranded people of the island of [?]; [since]thereafterpeople started to name them after the *Palaos* or *Païs*, which, according to them, was the name of the main island. On December 28, of the year 1696, they were driven ashore in two canoes or small vessels of similar style, the type that are used by the natives of the Mariana Islands at the aforementioned island of Guivan, after a journey of 72 days, according to their account. At the time of the departure from the island they were 35 in number, but five of them died due to lack of food and hardship during the seavoyage, with one more dying at the place called Guivan shortly after their arrival. Not long afterwardsthey received baptism. | With the help of two women from the same country they came from, who had been stranded there some years earlier and had already married there, and who were serving as interpreters, they explained that they had on their island a chief or leader to whom all paid tribute like a king. Each place had yet another chief or leader called a Tamol, one of whom, together with his wife, came along with them. By their behavior, the two women showed that chiefs or noblemen were among them. | Ten of the 29 were women, three of them little girls. There were 19 men, among them three boys, the others youths, and some older men. |Their facial features were similar to those of the Visayas, the natives of this island. The garb of the men consisted of a cloth or fabric made from the fibers of a tree, similar in type to the fabric that in these parts was called Medreñaque.[64] With it they covered what nature taught them to hide from the eyes of others due to natural bashfulness.; furthermore, they also wore one piece [tog] of the same fabric, 3 cubits long, or a bit longer, with an opening in the middle which they fit over their head, hanging down in front and at the back much like a monk's scapular or like a short coat fastened in front with tails or points. The women wore a type of short skirt called around here Tápi[s][65],

tura hasta las rodillas, y otro pedasso de tejido rebuelto sobre los brasos y ombros. La lengua que hablaban era totalmente distinta de las que se hablan en estas yslas y aun de la que se habla en las yslas Marianas, pues no entendian palabra alguna de las muy corrientes en aquella lengua, y solo el modo de pronunciar se paresia en algo al modo de hablar de los naturales de costa de Coromandel que aqui llaman Lascazes.

La mujer principal lleuaua Manillas en el brasso, de conchas de tortuga, y collar a modo de abalorio, largo, no de vidrio, sino de otro genero. El modo con que desian hauerse sustentado en la mar en tiempo de su navegacion era meter una nassa grande; y el pescado que entraua comian y el agua que llouia la recogian en unas cortesas duras muy grandes y Capases de un genero de fruta de Palma de las yndias que aqui llaman coco, y aquella veuian. El modo con que aportaron (segun desian) a estas yslas, fue que hauiendo forsejado muchos dias contra el viento Leste y nordeste que los alejo de sus yslas, y viendose ymposiuilitados para arriuar a ellas, dieron las *popas a* el viento en demanda de alguna Tierra cercana donde hallar alimento y Rehazerse para con otro viento favorable volver a emprender despues el viage para sus yslas.

Llegados a estas Philipinas a la contracosta del dicho Pueblo de G[uivan], y viendo *con sorpresa* [?][1] uno de los naturales le les [?] capear, continuaron [?] unas quantas vezes de buelta a la mar, pero embalde, porque el viento llamado Brissa (el dicho Leste o noroeste) los hechaua a esta tierra hasta que finalmente asercandose a la tierra y no asertando con la canal que habia entre los muchos arrecifes que les mostraua el dicho natural con las señas de capear, este se hecho a nado para entrar en una de sus canoas o embarcasiones para el fin de enseñarles la canal; pero apenas llego a la embarcacion, quando todos los que venian en ella se hecharon al agua y fueron a nado a la segunda embarcasion. Pero siguiendolos el dicho natural y viendole dentro de la segunda embarcacion, estubieron quietos y entraron por la canal, conforme los gouernaua el dicho natural; con el mismo llegaron a tierra y habiendolos Refosilado con alguna comida, fueron llevados al dicho Pueblo de G[uivan].

El arros Cossido que es el pan general de estas y[s]las y de todo este Poniente, le cogian con los dedos grano por grano y mirandolo un poco, de repente lo arrojaban, entendiendo que eran gusanos, y solo Comian al principio la carne o pulpa de la fruta del Coco (arbol que arriva se dijo) y vn genero de Rays muy grande llamada Palauan, sustento en general, que desian, ser de sus yslas y que nase con abundansia en la vezindad del dicho pueblo de G[uivan]. Y el pescado no lo querian comer cossido sino asado, aunque despues con fasilidad se acostumbraron a comer (y con gusto) asi el

reaching from the waist to the knees; and another piece of cloth was wrapped around the arms and shoulders. Their language was entirely different from the languages spoken on these islands and even from the language of the Mariana Islands, for they did not understand a single word of these common languages. Their manner of articulation somewhat resembled the manner of speaking of the natives of the coast of Coromandel, which in these parts is called Lascazes. | The chief's wife wore bangles made of tortoise shell and a long necklace seemingly of glass beads, but made not of glass but of another material. They reported that they survived during their sea voyage by casting a large net into the sea and eating the fish caught in it, and that they collected and drank rainwater from the hard, large shells of an Indian palm fruit called here *Kokos*. Their landfall at these islands, they said, took place in the following way. After battling easterly and northeasterly winds for several days as they drifted away from their islands, and realizing at last the futility of trying to return to their islands, they run before the wind in an effort to reach any nearby island where they could find food and rest before sailing back home with fair winds. | When they reached the coast across from Guivan here in the Philippines, and surprised to see a beckoning native, they returned to the open sea several times, but to no avail as the so called Brissa (the easterly and northeasterly wind) carried them back to these islands. Finally they had to approach the native to find the passage through the reef. , Since they could not find the passage that the native wanted to show them by his hand-waving gestures, he dove into the water and swam to one of their canoes with the intention of showing them the passage. But as soon as he reached the vessel, all the people in it jumped into the sea and swam to and boarded the second canoe. Since the native continued to follow themin the second boat, they remained calm and, guided by the native, steered through the narrows. Together with him, they reached land, and after strengthening themselves with some food, were brought to the place named Guivan.

They picked at the boiled rice, which is as common as bread on these islands and throughout the East, grain by grain with their fingers,, and after examining it, threw it away, believing it to be worms. At first they would only eat the meat of the coconut fruit and a type of large root crop called Palauan,[66] a food that they said was common in their islands and which grew in abundance at the place named Guivan. They wanted to eat fish, not boiled but fried, and after a short while they became fond of

arros cossido como la carne de Baca y animales cerduños; y desian no hauer en su tierra ni uno ni otro ganado, y solo desian hauer unos pajaros grandes que comen en sus combites, como ni vino. Paresieron ante los Padres Informantes y cantaron a su modo correspondiendo al son de su canto con los meneos de brassos y manos, *con-passado* todo [y] *Unyforme* [?] en todos ellos *por asertados* [?][1], y sin valerse de los pies. Y en fin en modo Barbaro admirabanse mucho del modo de cantar, Dansar, Arpas, instrumento[s] musicos de aca, y de la policia de los naturales, y ritos ecclesiasticos, y tambien del color blanco de los europeos.

Y dandoles a vezar la mano los Padres se la pasaban por toda la cara como quien se unta con algun balsamo. Quando llegaron ante los Padres informantes, se postraron todos en el suelo como reselosos de lo que auia de ser de ellos, y solo se recobraron de su temor viendo el agasajo que hasia el Padre entonzes Prouincial a los niños. Trayan consigo unas asuelas de un genero de concha muy grande y que se llama Tadobo[2], afiladas contra unas piedras, y otra asuela de Hierro pequeña, del tamaño de una Uña del dedo pulgar. Y quando vieron los instrumentos de Carpinteria en la fabrica de una embarcacion algo maior al modo de Barco, luego no se hartauan de mirarlos y hauiendoles dado el ministro del dicho pueblo a cada uno un pedasso de hierro, lo resivieron como ssi les hubiera dado otro tanto oro, porque quando dormian lo ponian debajo de la Cabeza reselosos que no se lo hurtara alguno.

No tiene[n] arma ni cuchillo ni otro genero de instrumentos ofensiuo[s], y son al pareser muy pacificos, pero no torpes, sino despiertos y alegres de natural. Desian no hauer en su tierra cañas ni el genero que aqui se llama bejuco[3] y sirue comunmente a los naturales para atar lo que necesitan, y todas las ataduras que trayian eran unos cordeles hechos de las hebras de la cascara de la fruta de coco arriua mensionado. No son Corpulentos como los naturales de esta[s] yslas. Y trayan el cabello suelto, asi las mujeres como los hombres. Y resien llegados todos se pintaron de un color muy amarillo. El principal tenia muy labrado[4] el cuerpo con varias Rayas hechas de puntos negros, y los otros hombres algo, pero no tanto, las mujeres y niños nada. Uno de estos desia hauer aportado ya otra ues desgaritado a una de las Prouincias de estas y[s]las llamada Caraga, y hauerse buelto de ay a su tierra. Solian entretenerse pesca[n]do en la mar, con rara avilidad de bucear y nadar, aun debajo del agua. Y se

eating boiled rice as well as beef and pork. In their land, they said, they had no livestock of any kind, but only several large birds that they ate at theirfeasts. Likewise, they have no wine. They appeared before the priests as they reported all these things, and they sang in their native manner, using arm and hand gestures to accompany their voices. . They did all this in the same rhythm and in time with the beat [67] through splendid synchronization and without moving their feet. Finally, in the manner of savages, they marveled at our chants, dances, harps and musical instruments, at the cultivated manners of the local people and the church ceremonies, and at the white complexion of the Europeans. | As the padres extended to them their hands to be kissed, the islanders wiped them across their faces as if they were rubbing them with ointment. As soon as they were brought before the padres, the people prostrated themselves out of fear of what would happen to them. They only recovered from their fear when they witnessedthe former Father Provincial handing out presents to the children. They brought along some axe blades, made of a very large species of a shell called Taclobo[68] that were sharpened on stones, along with another iron blade the size of a thumb nail. When they noticed carpenter's tools at the building site of a larger barque-like vessel, they could not get enough of, and when a Jesuit of the place gave each one a piece of iron, they took it as if they had been given the same amount of gold; during the night they hid it out of fear that someone might steal it from beneath their heads. | They neither owned weapons nor knives or other offensive tools, were seemingly peaceable but not sluggish, and had a lively and cheerful disposition. They saidthat they had no cane on their islands, not even the type that in this part of the world is called Bejuco[69] and is usually used by the natives to tie together things. Their belongings were tied together with some pieces of string made of fibers from coconut husk. They were not corpulent like the natives of the Mariana Islands, but well proportioned like the natives of these islands. Men and women alike wore their hair loose. Shortly after their arrival, they all painted themselves in a bright yellow color. The body of the chief was heavily marked [i.e., tattooed[70]] with different lines created by small dots, the other men had some tattoosbut notmany, women and children not at all. One of them said that he had been driven off course once before and had landed at a province of the islands called Caraga,[71] but from there he was able to return home. They passed their time catching fish in the water, exhibiting a rare skill in diving and swimming,

desia auer cogido un dia [uno] de aquellos que asistian en el dicho Pueblo de G[uivan] dos conchas y en ellas dos perlas mayores, y hauerlas arrojado al mar por no conoser su valor.

[En] el dicho pueblo de G[uivan] estuvieron algun tiempo, asistidos y socorridos de los prinzipales moradores de el; se les vistieron con vestidos *ec*hados [?] en estas yslas. Y parados algunos mezes, secretamente emprendieron la buelta para sus yslas, y segun lo que se conosio por un pedasso de palo que se hallo en la playa del mismo Pueblo, con un temporal se perdieron en la mar y peresieron todos menos algunos que murieron en estas yslas, no quedando al presente de ellos sino una niña que se crio en el dicho Pueblo en casa de un principal.[1]

= Emprendiose luego por nuestra compañia a costa propia (sin embargo de su pobreza, ayudada de una limosna de quinientos pesos que para ello dio de su caudal Vuestro Gobernador que entonses era de estas yslas Don Fausto Cruzat y Congora)[2] el descubrimiento y combersion de aquellas yslas, comprando para ello una embarcacion menor de las que aqui llaman fragatas o piraguas y señalando para esta empressa a un saserdote y a un hermano coadjutor que cuydase de lo temporal, no dando lugar para embiar mas sugetos la penurria y suma fa[l]ta que tenia dellos esta Prouincia de la Co[mpañia].

Pero el comun enemigo por justa permision de Dios embarasso este viage y empressa con un temporal muy brauo y extraordinario, a*rr*ojando contra unos Baguios la embarcacion, con muerte de todos los que estauan en ella, saluandose tan solamente quatro personas que por un accidente se *hallauan* en tierra. Y por la dicha falta de sugetos y su pobressa no pudo la compañia emprender segunda vez este descubrimiento.=

En quanto al numero de las dichas islas no pueden los informantes dar noticia fixa, pues aunque al principio alguno o algunos de los dichos naturales les avian dicho que eran treinta y dos (por ventura por no ser·notisiosos de las demas), despues de hauer salido los informantes del dicho Pueblo de Guivan parese que los dichos desgaritados dieron mas plena notisia del numero de sus yslas, pues segun aviso el ministro de dicho Pueblo, Padre Francisco Praddela, [de la] mism[a] C[ompañia] d[e] J[esus], a uno de los informantes en carta que le escribio estando aun los dichos desgaritados en el dicho Pueblo, preguntados los dichos derrotados sobre el dicho numero de sus Islas y su situación, con unas piedresuelas pequeñas formaron en la misma playa

even underwater. People say that one of those who stayed at Guivan one day came across two shells and found in them two large pearls, but he was unaware of their value and so he cast them into the sea. | They remained in Guivan for some time with the support and assistance of its most respectable residents; they were provided with pieces of clothing here in the islands. After a stay of several months, they secretly made their departure to sail back home, , as gathered through a piece of wood that was found on one of the beaches, but they were shipwrecked in a storm at sea and perished together, except for those who died here on the islands. Nobody is left except for one girl who grew up here in the house of a village "principal."[72]

Thereupon our Society, at its own expense in spite of its poverty, embarked on the discovery and conversion of those islands. This was supported by the small sum of 500 Pesos, money that was donated by the governor of these islands, Don Fausto Cruzat y Congora,[73] out of his own funds. For this purpose, a small vessel, smaller than those known in these parts as fragatas (frigates) or piragues (pirogues),[74] was purchased, and a priest was assigned to this undertaking along with a Coadjutor Brother who was to take care of temporal needs. It was not possible to send off more men because of the shortage that prevailed in this province of the Society. | The common enemy of mankind [the devil], by the just permission of God, foiled this enterprise through an unusually heavy storm that hurled the ship against sand banks with so much force that all aboard the ship died except four persons who happened to be washed ashore and were rescued. Due to the shortage of manpower andlack of funds, the Society could not undertake such an expedition a second time.

As to the number of the aforementioned islands, the informants were unable to provide an accurate account, although one of the natives told them that there were 32 (perhaps they did not know about the other islands). It appears that after the informants had left Guivan, these castaways made more accurate statements about the number of their islands. According to a note in a letter to one of the informants, the pastor of the town, Father Francisco Praddela of the Society of Jesus, the castaways, when asked about the number and location of their islands,

del dicho Pueblo un genero de mapa o pintura de ellas que el dicho Padre ministro del dicho Pueblo mando luego pintar en papel en la misma forma que los dichos naturales de las dichas islas lo abian formado con piedresuelas; cuya copia en todo semejante (saluo que se redujo a menor punto, para no abultar esta relacion) acompaña este ynforme.

Y si el dicho Mapa corresponde a la verdad, las d[ichas] yslas han de ser en numero ochenta y siete. *Y ad*uirtieron los d[ichos] nat[urales], lo primero, que los que auian dibujado el dicho mapa hauian estado en todas esas yslas. Lo segundo, que auia otras mas yslas, pero por no auer estado en ellas, no las auian expresado. Lo tercero, desian que la isla que tenia la letra A, tenia treinta dias de bogeo con viento favorable, respecto de sus embarcaciones que son vien ligeras. Lo quarto, que la isla señalada con la letra B es la que desian ser la propia suya. Lo quinto, que la isla de donde salieron quando se desgaritaron, queriendo volber a la suya, es la señalada con la letra C, llamada por ellos Amorsot. Lo sexto, que la isla señalada con la letra D, que ellos llaman Falu, es la donde desian asistia su rey o principal mayor de todos. Lo septimo, que los numeros que se ben en este mapa entre una ysla y otra son de los dias que desian auer de trauesia de una ysla a otra y los numeros que se ben en medio de cada ysla son de los dias que desian gastauan embogearlas.

[. . .] fué Que a vna de sus yslas llamada Vlutup aora quatro años aportaron siete hombres blancos que segun los pinta paresen son españoles (pues lo[s] pintaua vestidos de calzon estrecho y medias) que dize el principal que llegaron alla medio muertos por falta de agua; y los naturales los acogieron y con comida los voluieron sobre si y los resiuieron con piedad y caridad, de manera que se quedaron en aquella isla y los cinco de ellos se casaron en ella con hijas de la Tierra, y los dos se quedaron solteros. De los siete dise que los tres trayian espada, y que el vestido que trayian eran unos I*ust*acores aviertos por delante como uno que se le mostro aqui. Quisas quiso Dios embiar por delante estos siete españoles para que aprendiesen la lengua y despues sirbiesen de Interpretes. Las yslas de que dio razon (con unos caracolillos puestos en el suelo) son las que verá V. Señoria expresadas en este Mapa Juntamente con sus nombres segun se le pudier*on* entender porque tienen pronunciacion obscura, que con dificultad se persiuen las Letras, particularmente la letra M que la pronuncian en un modo medio entre la M y la L, que no se pers*iue*

by using small stones, laid out a type of map of them with small pebbles on the sand. The pastor of this place arrangedthe map tobe copied on paperin the very same way in which the natives of these islands had sketched it with stones. An exact copy (except that it was reduced in scale so that it would not be too cumbersome) is attached to the present report. | If this map corresponds to the facts, then the number of islands in question is 87. The natives also remarkedthat those who drew the map had been on all of these islands. Moreover, they said that there were even more islands, which they could not describe because they never set foot on them. Third, they reported that the circumnavigation of the island marked with the letter A took 30 days with favorable winds despite their very light boats. Fourth, they said that the island marked with B was theirs. Fifth, that the island from which they embarked in order to return to their own—a voyage during which they lost their course—was the one marked as C, which they called Amorsot. Sixth, the island marked with the letter D, which they called Falu, was the island where their king or chief, who outranked all of them, resides. Seventh, that the numbers between the individual islands indicated the days that, according to their testimony, were needed to sail from one island to another, while the numbers that could be seen in the middle of each island indicated the days needed to circumnavigate them.

Report on the Testimony of the Boy Ôlit.

. . . . Four years ago, seven white men landed on one of their islands which was called Ulutup.[75] [and] Since he reported that the white men wore tight trousers and stockings, they seemed to have been Spaniards, who, due to lack of water, arrived barely alive, according to the chief. The local people took them in, gave them food and nurtured them back to health, treating them so kindly and gently that they remained on this island. Five of them married local women while the two others remained single. He said that three of the seven carried a sword and wore dress robes that were open in the front, like the one he was shown. Perhaps God wanted to send these seven Spaniards ahead in order to learn the language and later to serve as interpreters. The islands of which he reported (with the help of some smaller shells placed on the ground) are those that Your Majesty will find plottedon this map, together with the names of the islands, at least as much as could be understood since the local people did not speak clearly. It was difficult to understand some letters, especially the letter M, which they pronounced like something between L and M,

bien si es la una o la otra. Y assi la Isla maior, aunque las mas vezes paresia que la llamaua Pangol, otra[s] vezes paresia que la llamaba Pagol, porque la M la pronunciaua tan obscura, que ô nada o cassi nada se perseuia.

La Isla que esta al norte de este Mapa, llamada Carau dize que es de Caribes, de gente fiera y comedora de carne humana y de hombres agigantados y que *ay en* otras muchas yslas mas al norte della. No assi las yslas que estan al sur de la de Pogul que dise ser de gente buena y pacifica. El modo como se desgarito el y los suyos dize que fue hauiendo y do desde su Ysla de Fais a la de Vlutu a sus tratillos y queriendo voluer a Fais, un viento sueste muy fuerte (segun el rumbo que mostraua) los desgarito de manera que perdieron de vista todas sus yslas y con lo que forsejaron para voluerlas a coger, tardaron treinta dias en llegar a la ysleta que esta en frente de la Vocana del Rio de Palapag llamada Minay. =

Las embarcaciones que se desgaritaron juntas dize que eran quatro. La suya en que venian dose personas, los dies varones y las dos mujeres, la una la mujer del mismo principal, blanca y de vastante gesto como la verà V. S., y la otra esclaua, cassada con un esclauo del principal, el qual murio aqui en Catbalogan despues de mi llegada de repente en una noche, sin sauer nadie como fue, y solo se conosió quando amanesio muerto y por consiguiente no se le pudo administrar el sacramento del Bauptismo.

De los demas nueve varones, uno murio en el viage, segun disen de sed, porque aunque traian cocos, no todos tenian agua, por ser algunos viejos que no la tienen, y consumidos los que la tenian solo les quedauan los maduros que no la tienen. De los ocho pues que quedauan los quatro se huyeron de Palapag, pues con el titulo de salir para ir al pescar, se tiraron de buelta a sus Islas, sin auerse mas sabido de ellos, y asi quedauan so[lo] los siete de los onse que aportaron a Palapag, a los quales se añadio un niño que aqui en Catbalogan pario la principala y se llama Francisco Xavier. De suerte que los que ban a la presencia de V. S., por todo son siete : el principal con su mujer y un sobrino suyo hombre hecho y tres hijos de[l] principal de diferentes hedades y un[a] mujer esclaua del principal, viuda del que aqui murio de repente, que disen era muy zeloso y andaua muchas vezes a pleitos con su mujer y aun taluez la aporreaua por zelos.

En las otras tres embarcasiones que juntamente con la suya fueron desgaritadas, dise que en la primera venian seis personas, varones todos, y en la segunda cinco

so that one cannot clearly distinguish whether it is the former or the latter. Although it seems that he called the main island Pangol—he did not pronounce the letter M clearly, so that at times it could hardly be understood or was not at all heard—it sometimes sounded as if he called it Pagol.[76] | He said that the island at the north of this map by the name of Carau[77] belonged to the Caribes, savage, cannibalistic and gigantic people, who were also to be found on many other islands north of it, but not on the islands south of Pogul[78], whose inhabitants, according to his own statement, were decent and peaceful. As to the manner he and his folk were cast away, he said that on their way back home to Fais, whence they had sailed to undertake their small transactions, a very strong SE wind (in the direction to which he pointed) carried them so far off course that they lost sight of all of their islands. Despite all their best efforts to return, 30 days later they reached a small island called Minay, located across the bay of the Rio de Palápag.

He reported that four vessels drifted out to sea together, his boat carrying 12 people, 10 men and 2 women—one the wife of the same chief, white and rather attractive, as your Majesty will see, the other a slave woman married to a slave of the chief, who died suddenly one night shortly after my arrival here on Catbalogan. No one could say how this came about, and we only learned about it when he was found dead the next morning, so that the sacrament of baptism could not be conferred upon him. | Of the remaining nine men, one reportedly died of thirst on the journey, for although they brought along coconuts, not all of them held water since some were old and did not contain any. After all the water was consumed, they had only ripe fruits left that did not contain any liquid. Four of the remaining eight fled from Palapag. Under the pretext of going fishing, they arranged to return to their islands, and were never heard of again.Hence, only seven out of the 11 that landed on Palapag remained. They were joined by a child who was born here in Catbalogan from the wife of the chief and named Francis Xavier. Hence it is seven that will come before Your Majesty: the chief and his wife, together with his grown-up nephew, and three sons of the chief of different ages, together with his slave woman, who is the widow of the slave who suddenly died here. It is said that he was very jealous and often quarreled with his wife and even beat her out of jealousy.

Of the other three vessels, which along with his own were lost at sea, , the first carried six people, all of them men;

varones y dos mujeres y un muchacho, y en la tercera tres varones, y que todos murieron de hambre y sed, [y] que el veia como a unos los e*ch*auan a la mar. Dise mas que seis personas naturales de la Isla Eap que se desgaritaron los años pasados a estas yslas Philipinas, voluieron a la dicha su isla de Eap, y que en el viaje de buelta de aca a la dicha Isla tardaron dies dias, y que alla contaron que hauian estado aca cinco mez[es] y que auia aqui muchas islas y mucha comida, mucho arroz, Cocos y Gabi, y que vieron aqui padres, y que quando llegaron acà los de acà les miraron las manos y digeron que era buena gente. —

Dixo mas que en sus yslas ni auia Perros, ni Bacas, ni Arroz, y que las dos llamadas Palug y Cuyũgan eran de montes y tierra alta, pero l*a*s otr*a*s cercanas a estas de Tierra baja y sin Rios, y que el Agua que vevian era Agua de Cocos.

Y su hijo ya grandesillo llamado Ôlit que esta aqui en cassa con el Padre Rector, y por esso mas adelantado en entender y hablar la lengua Bisaya dijo : que ni auia venados ni gallinas ni animales terrestres algunos.

No supo dar rason este principal si auia otras mas yslas, aunque dijo, que al Norte donde esta la isla de los Caribes auia muchas yslas. Puede ser que el y su gente no ayan llegado a sauer de las demas. Y preguntado si auia algun principal grande superior a todos los principales, solo dijo que conforme *con* el numero de la gente que tenia cada principal debajo de si era la grandesa de cada principal, y que en su isla de Fais auia diez principales, y entre ellos los tres eran los mayores, y el era uno de ellos ; y preguntado, quanta gente tenia debajo de si, dijo que veinte. = Preguntado, si auia Armas en sus islas, dijo que ningunas, y que los pleitos que se ofresian, amigablemente se componian, y que aunque los de la Isla de los Caribes mataban gente, era con palos, apor*r*eandolos las Cabezas, y no con Armas de hierro. =

Ya tampoco tenian Instrumentos de Hierro ni cuchillos, sino solo Unas asuelas de un genero de concha que aqui se llaman *T*aclob*o*s, y son aquellas conchas grandes que en algunas iglesias se suelen poner por piletas de agua bendita. =

El principal y su mujer paresen de buenas atenciones, pues se portaron delante de los Padres y españoles con reuerencia y buenos terminos, y quando le parece al principal que sus hijos no se portan delante de los Padres con bastante modestia, luego les riñe en su lengua. =

the second five men, two women and one boy; and the third three men, who all died of hunger and thirst. He witnessed how some were tossed into the ocean. He likewise said that six people who hailed from the island of Eap and were washed ashore in the Philippines some years earlier had returned to Eap, their return journey lasting ten days. There, he said, they reported that they had been here for five months, that here were many islands, an abundance of food with plenty of rice, coconuts and Gabi[79]. They also said that they saw six Fathers there and that upon their arrival the local people looked at their hands and said that they were good people. —

He went on to say that neither dogs, nor cows or rice were to be found on his islands; the two islands, called Palug and Cuyugan,[80] were mountainous and high, while the other neighboring islands were flat and devoid of rivers; the water contained in the coconuts served them as drinking water.

His half-grown son by the name of Ôlit, who stays here with Father Rector and so has made great progress in understanding and speaking the Visayan language, further remarked that [in their country] there were no deer,[81] or chickens, or any kind of land animals.

The chief could not say with certainty if more of those islands existed, although he remarked that in the north, where the Caribes were located, many more islands were to be found. Perhaps he and his people did not know of any other. Asked whether there was a mighty sovereign above the chiefs, he simply said that the eminence of each chief derived from the number of the people under him. On his island, Fais, there were 10 ten chiefs, among whom he himself ranked among the three most eminent. Asked about the number of his subjects, he stated 20. — When he was asked if weapons existed on his islands, he replied »none«; all disputes were settled peacefully. Even when the people of the Caribes killed other human beings, this is done by using wooden clubs and cracking their heads, not with iron weapons.

They likewise had iron tools or knives, but only axe blades made of a shell called in these parts Taclobos,[82]which were those giant clams that in some churches are used as holy water receptacles.

The chief and his wife appeared to be extremely polite; they showed themselves very respectful toward the priests and the Spaniards and conducting themselves well. When the chief believed that his sons did not comport themselves with proper humility in front of the priests, he scolded them in their native language.

Apparently the Jesuits believed it to be necessary to commence the work for conversions as soon as possible since those who washed ashore in 1696 could be designated and employed as interpreters. Following MURILLO VELARDE (Historia . . . . Filipinas, p. 378, no. 858), already in 1697 a galiot under the Dutch Brother JAIME XAVIER was fitted out and took Father FRANCISCO PRADO on board; but soon the boat proved to be unseaworthy. A letter of June 30, 1711,[83] to the governor of the Philippines, CONDE DE LIZÁRRAGA, who replaced ZABALBURU in 1709, finally listed all the attempts to discover the islands in the east since 1696.

(1698)

The letter reports that in the first attempt in 1698, a frigate was fitted out under the governor FAUSTO **Cruzaty Gongora**, without cost to the Real Hacienda, the treasury, since the Jesuits raised the money while the governor helped »with a few pennies out of his salary«. The vessel first sailed to Leyte where it took on 20 Caroline islanders and a priest. But before it could set sail again it was destroyed in a typhoon. This accident stalled the work for conversions since no other official aid could be found. Hence, the cause was continued through the pen.

In the archive at Simancas near Valladolid, I discovered yet another letter[84] from the Fathers DOMINGO MEDEL and ANDRES SERRANO (the latter's letter from 1710 has already been mentioned on p. 14). This letter is

(1703)

from 1703. It mentions the natives driven ashore in 1696 who came from Saipen, an island located near Amorsot. The map is said to have shown 87 islands. Three days off Guiban is the first island on this map, called Panlog, which they were able to circumnavigate in 30 days. The cost of an expedition equipped to bring the faith to the inhabitants of Palaos was estimated at 2,000 pesos.

Thus, the name Panlog for Palau is heard of here for the first time; it is shown on the map—seemingly the one mentioned above— that was apparently drawn soon after 1696 (see map, fig. 2, p. 17) by the natives at the urging of the missionaries, just as was done by the natives of the Central Caroline Islands during the Hamburg Expedition—we, for the sake of general knowledge; they, for their church.

Due to the slowness of correspondence, the Jesuits deemed it advisable to personally present themselves

(1704)

in Europe. By the end of 1704, two of them travelled to Europe in order to

This, Sir, is what I can bring to the attention of His Majesty concerning these Palaos, of its conversion and the discovery of their islands. . . . . .

Pablo Clain, Provincial.

The Captain Don Francisco de Padilla, officer-in-charge of the Spanish and Pampanga[85] naval infantry.

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personally intercede: the Father ANDRES SERRANO and the aforementioned DOMINGO MEDEL. The former

(1705)

obtained in Rome the intercession of Pope CLEMENT XI, who gave him on March 1, 1705 an introductory letter[86] to take with him to Paris for LOUISXIV, that the King might direct his nephew, PHILIP V of Spain, to order the governor of the Philippines to fit out a ship for the conversion of the islands. On June 10, 1705, King LUDWIG presented SERRANO with an introductory letter for the King of Spain.

In addition, the Pope himself wrote to the latter and to the Archbishops of Mexico and Manila., It was inevitable, then, that steps would be taken to realize the plans of the Jesuits.

All of this caused the King of Spain, in a cedula of October 19, 1705, to disburse the amount of 2000

(1707)

Pesos annually for this purpose. Soon after this, it was reported inthe letter of LIZARRAGA from 1711 that in *1707*, when **Zabalburu**[87] was governor, a galiot was dispatched, this time at government expense, but the ship returned after four months without having found any land.

(1708)

It seems that governor ZABALBURU received the royal decree on February 6, 1708 — a sign of the influence of the Jesuits — through their Provincial Pablo CLAIN.[88] Immediately thereafter — in*1708*— a galiot under the command of Don Pedro LOPEZ**deParesa** was fitted out; on it two priests and one brother took passage.[89] They set sail on April 8, but returned on July 17after running out of food.

The prospect of a new attempt as soon as possible with 8—10 people from the Caroline Islands who were cast ashore in mid-July in Leyte was proposed.

(1709)

On July 4, 1709, ZABALBURU reported the events that took place in 1708 to King Philip V in a testimony about the islanders who drifted ashore in 1696.

The attempt took place in 1709. The captain was D. MIGUEL**Elorriaga**, and the pilot JUAN**de Acosta**.[90] In accord with the decision of the war council, the voyage was to begin at the end of March; but on July 4 the ship still had not passed beyond the Strait of S. Bernadino due to adverse winds and calms,. The expedition was away for a total of six months and, although they came close to Mogemog, returned without sighting the intended islands. They returned beaten by storms, in deplorable condition, starved, sick, and discontented. On board was a family of those islanders who were driven ashore in 1708, the chief MOAC and his wife MARVA,[91] their three sons, and two more men hailing from Voleai. They also joined the new expedition the following year (under governor LIZARRAGA) that was finally crowned with success.

(1710)

In September 1710, the vessel Santisima Trinidad, a patache (»an armed merchant cruiser«) under the command of Don FRANCISCO **de Padilla**[92], set sail from Cavite. Its pilot was JOSEPHO**Somera**, and its crew comprised 86 sailors and soldiers. On board also were Fathers JACOBO DUBERON and JOSÉ CORTIL,[93] together with Brother ESTEBAN BAUDIN, while a smaller tender, the balandra S. MIGUEL, carried Fathers ANDRÉS SERRANO and JOSÉ BOBADILLA. The latter vessel was wrecked in the shallows near Leyte.[94] Its crew was rescued, but BOBADILLA fell ill with dysentery soon after, so SERRANO TOO abandoned the journey, but told the Sant. Trinidad to carry in. On November[95] 12, 1710, it finally set sail from Palápag.

I discovered the original account by the chief pilot of this voyage in a manuscript in Seville. The lettres édifiantes, vol. 15, 1810, p. 257, contain an abridged and incomplete version, just as DE BROSSES, Historie des Navigations, II. vols., p. 460. DELGADO, p. 125, gives an account of the letter that Brother BAUDIN sent to Father SERRANO from Lianga in Caraga on Mindanao shortly after the ship had arrived there. SERRANO waited for the outcome of the expedition in Palápag. The same letter most likely serves as the basis of the report of the Jesuit General CALDERON,

which I discovered together with the diary in Seville. I reproduce here, translated from the Spanish and unabridged, the part of this diary referring to Palau and Sonsorol. Only the daily reports from December 15—18 are edited, since they simply repeat nautical matters.

The report was most likely an enclosure with the letter of Governor LIZARRAGA from June 30, 1711, in which he lists everything that was done in the Philippines since 1696 for the exploration of the eastern island world of the Palaos. In this letter, he leaves out only the return of the ship without the missionaries, whose destiny on Sonsorol was not then known and remained unknown for years afterwards.

The ship arrived in early January 1711 in the province of Caraga in Mindanao, and on June 17, 1711 in Cavite, the port of Manila; the letter and report were dispatched only 14 days later. The report itself begins with a Decreto in Manila from June 20, 1711: »With respect to the arrival of the ship, which set sail to explore Palaos, on the 20th of this month in the port of Cavite, the captain and his pilot, who are in this city, will be notified by this clerk that they shall present the journal they kept of this voyage along with the chart containing the location and degrees latitude at which the discovered islands are to be found« etc.

This is followed by the recordings and statements of the chronicler Don MIGUEL DE ALLÁNEGUI, signed by him and **Francisco de Padilla**, whose journal, or rather that of his pilot **Somera**, together with illustrations 3 and 4, follow next.

It should be added that only those passages that directly refer to the expedition are copied; the days at sea described in the journal before and after the discovery are omitted.

Testimonio

(Corresponde a Carta 8)

Decreto

Manila Veinte de Junio de mill setecianto[s] y onze = Respecto de que el dia diez y siete de este presente mez llego al Puerto de Cauite el Patache que fue al descubrimiento de los Palaos, y que el cauo de el y su piloto se hallan en esta ciudad, se les notificara por el presente Escribano presenten el diario del viaje que han hecho, y de la Zituacion y grados en que estan las Islas que han descubierto.

Record.

Decree.

Manila, June 20, 1711. In consideration of the circumstance that, on the 17th of this month, the vessel that sailed for the discovery of the Palaos entered the port of Cavite, and that its commander and pilot are in this city, the present solicitor shall make known to them the order to surrender the journal of their voyage together with the specifics of the location and degrees latitude where the discovered islands are to be found.

*Acord*ado a estos Autos: se comboque [l]a Junta de Pilotos para el efecto que expresa el señor fizcal, a la qual ser[a] tambien combocado el de d[ic]ho patache.

= Rubricado de su Señoria el Señor Conde de Lizarraga = Allanegui, e[scribano] en esta ziudad de Manila, en veinte y un dias de[l] mez de Junio 1711. Yo el sargento maior. Don Miguel de Allanegui, escribano maior de la Gouernacion de estas Isl[as] Phil[ipinas] en cumplimiento de lo mandado por el decreto de veinte del Corriente que se halla en l*o acordado* de est*os autos*[1] [?] noti*f*ique segun y como en el se Contiene â Joseph Somera, *piloto* maior del Patache nombrado La santissima Trinidad y San Francisco Xauier[2] que acaua de llegar de las Islas de Palaos en su perssona, quien habiendo oydo y entendido lo contenido en d[ic]ho decreto, di*x*o que lo oye y dara el d[e]uido complimiento en pressentar el diario del viaje que ha hecho y la mapa de la Zituacion y Grados en que estan las Islas de Palaos y demostra*c*ion de las Tierras que ha visto.

Lo qual dio por su respuesta y lo firmo de que doy fee = Joseph Somera = Don Miguel de Allanegui e[scribano] En esta Ziudad de Manila, dicho dia, mez y año.

Yo dicho Escriuano mayor hise otra notificazion como la de Arriua del dicho decretto de Enfrente, segun Y como en el se contiene, al sargento mayor Don Franzisco de Padilla, cauo superior de la Gente de Guerra y Mar del referido Patache, y en su persona, quien hauiendo oydo y entendido lo conthenido en d[ic]ho decretto, dixo que lo oye y que esta prompto a dar el deuido Cumplimiento en lo mandado en el Auto que se me tiene notificado por el presente escriuano, lo qual dio por su respuesta y lo firmo conmigo de que do fee — Franzisco de Padilla = Don Miguel de Allanegui.

Diario

de viaje del descubrimiento de las Islas Palaos con el Patache La Santisima Trinidad, y por nombre las Nuevas Philippinas, siendo cavo superior el sargento maior Don Francisco de Padilla, y el Reverendo Padre Jacobo Duberon, superior de dicha Mission, y el Padre Joseph Cortil capellan de d[ic]ho Patache, y de Piloto maior Don Joseph Somera, y su Acompañado Don Roque Bauptista. En el nombre de Dios todo poderoso.

— —

Sabado veinte y nueve de dicho mes

He vuelto á cojer mis derrotas desde el veinte y siete á medio dia, que fueron al sueste y al sueste cuarta al sur y al sursueste, con los vientos al nornordeste y al lesnordeste y al leste, con turbonadas del nordeste, los que la otra derrota me han llevado

Resolution in this matter: The Pilot's Council shall be convened for the purpose determined by the Hon. Solicitor, and the pilot of the aforementioned ship shall also be invited. —

Signed by His Excellency the Count of Lizárraga = Allánegui, Notary in the City of Manila, on June 21, 1711. I, Lt. Col. Don Miguel de Allánegui, First Notary of the Governorship of these Philippine Isles, in compliance with the orders of the decree from the 20th of this month contained in the resolution of this matter. These orders personally informed Joseph Somera, Chief Pilot of the vessel »La Santisima Trinidad y San Francisco Xavier«, which not long ago arrived from the Palaos Islands, of its contents. After the same listened to the content of this decree, he declared that he had taken note of it, and would abide by it by submitting the journal of the voyage led by him, together with the map containing the location and degrees latitude where the Palaos Islands were to be found, along with the description of the lands he saw. | He put this on record and signed it, witnessed by me — Joseph Somera — Don Miguel de Allánegui, Notary in this City of Manila, at said day, month and year.

I, the First Notary mentioned, furthermore acquainted Lt. Col. Don Francisco de Padilla, Chief Commander of the soldiers and crew of the aforementioned ship and personally known to me, with the content of the decree. After listening to the content of this decree, he declared that he would be willing to comply with the order read to me by the Notary present; he put this on record and signed it together with me as witness. — Francisco de Padilla — Don Miguel de Allánegui.

Journal

of the voyage for the discovery of the Palaos Island, called the New Philippines, undertaken with the ship »La Santísima Trinidad« under the command of the Lt. Col. Don Franzisco de Padilla, [together with] Reverend Father Jacobo Duberon, prefect of the aforementioned mission, Father Joseph Cortil, the ship's chaplain, Don Joseph Somera as First Pilot with his attendant [Second Pilot] Don Roque Bauptista. In the Name of God the Almighty.

— —

(Nov.1710 Saturday29thatmonth).

At midday of the 27th, I resumed my course taking me SE and SE ¼ S, with winds and gusts from NNE, ENE and E, which, by my count, led me on my above course 15 $^{1}/_{3}$ miles to the south and 10 ½ miles

al sur por mi estimatiba quince leguas y un tercio, y al leste diez leguas y media. Por lo que las otras leguas, hallé que mi angulo estimatibo fué de treinta y cuatro grados y veinte y cuatro minutos del sur á la banda del leste, y mi camino, en ocho lineas rectas, de diez y ocho leguas[1] y un tercio. Mi diferencia en latitud observada fue de un grado y seis minutos; halle veinte minutos de mas al sur por mi observacion. Halle que [mi] angulo corregido fué de veinte y cinco grados y treinta y un minutos del sur á la banda del leste, y mi camino corregido de veinte y cuatro leguas y un tercio. La corriente me ha echado al sur de veinte minutos de mas que mi estimatiba desde el veinte y siete del corriente a medio dia hasta oy a medio dia.

Domingo treinta de dicho mes

A las cinco de la mañana descubrimos las Islas de Sonsonrrol — assi las llaman los Isleños que habitan en ellas — las quales son del numero de las Islas Palaos que buscamos, y otras Islas nos quedaban entonces al nordeste. Tres grados al norte, como tres leguas de distancia, biramos de bordo para reconoçer otras Islas, por pareçer del Cauo superior Don Franzisco de Padilla; y los Muy Reverendos Padres Jacobo Duberon y el Padre José Cortil y *yo* [les] pu*si*eron [? nombre de] las Islas de san Andres[2], por ser las primeras y ser dia del santo. Y a las ocho de la mañana parecio otro barco con ocho personas de otras Islas que vinieron á reconocer el patache, todos pintados, y a un tiro de Alcabuz arriaron su vela de [?] y nos gritauan todos »mapia, mapia« que sinnifica en su idioma ser buenos. Hizimos que se quitara Moac la Camissa para que viendo sus labores llegaran a Bordo; y platicaron con Moac y su mujer por ser una misma lengua. Empesaron a Besarnos la cara, las manos y los pies, y nos parecio gente muy alegre, de buen cuerpo, limpio y pintado de la misma manera que Moac, nuestro Palao, desde el Pescuezo hasta el empeine de los pies, en perfecsion tapadas sus partes con una tualla amarilla de abaca, y un capisayo de petate[3], y un sombrero como los que traen los sangle*y*es en Manila con unas plumas de pajaro bobo con su fiador para debajo de la barba, sus c[a]uellos encrespados, la barba fornida, y por señal de alegria se pintan de Amarillo la cara. Estauan espantados de bernos chupar tabaco. Son aficionados al hierro; todo el hierro que miraban lo pedian.

Despues de medio dia vinieron dos Barotos á Bordo; algunos de ellos entraron á Bordo, se pucieron a cantar con mucho orden, dando palmadas en los muslos, y acabada la

to the east. In reference to the number of miles, I believe that my estimated bearing was 34° 24´ southeast, and the distance I covered was18 $^{1}/_{3}$ miles in 8 straight lines. I observed a difference in latitude of 1°6´; by my calculations,, so I had covered an additional 20´ south. My corrected bearing was 25° 31´ southeast, and my corrected distance 24 $^{1}/_{3}$miles. By my reckoning, from the 27th of this month until noon today, the current carried me 20´ to the south.

(Sunday)

At 5 o'clock in the morning, we discovered the Sonsonrrol Islands — that is what their inhabitants call them — which are part of the Palaos Islands, the island group we were searching for and at that time lay northeast of us. Another 3° farther to the north, at a distance of about 3 miles, we turned around, at the behest of our commander Don Francisco de Padilla, in order to have a close look at these islands. Reverend Fathers Jacobo Duberon and José Cortil, and I, named them San-Andreas Islands since they were the first to be discovered and he was the patron saint of this day. At 8 o'clock in the morning, a canoe carrying eight people from these islands, all of them painted in colors (actually tattooed Kr.), approached to take a look at the ship. They struck sail a rifle shot away and called out to us »mapia, mapia«, which in their language means that they were good. We made Moac take off his shirt so that after seeing another tattoo the people would come on board. Since their language is one and the same, they spoke with Moac and his wife. They started to kiss our faces, hands and feet, and appeared to be cheerful people, well-built and clean, painted from neck to ankle in the same manner just like our Palao native Moac. Their private parts were well covered with a yellow cloth made of abacá[96]. They wore a coat-like cape (capisayo) made of netting and hats similar to those worn by the Sangleyes (=Chinese) of Manila, with feathers of the booby[97] and a clasp to fasten it under the chin. Their hair was curly, the chin strongly pronounced, and as an expression of joy, they painted their entire face yellow. They watched us chewing tobacco (chupar) with great amazement. They have a strong desire for iron; they wanted all the iron they set eyes on. | At noon, two more boats arrived[98]; some of the people came on board and stood in single file in order to sing,

musica uno de ellos con los brasos tendidos midio el anchor del Patache, y otro empeso a contar a la gente. Nos traxieron algunos cocos. Su sustento son Cocos, Rimas, platanos y pescado; la tierra parece muy fertil por los arboles que bimos de rimas. La fabrica de sus barcos son como los de Marianas, con poca diferencia, con su contrapeso a la mar, su bela de petate latina; sus barcos traen de las Islas Panloc que abra como unas cinquenta leguas de distancia, y ban dellos con los vendabales y viento sur a las Islas de Panloc a traer otros barcos. Y hellos nos dieron las noticias adonde quedauan las Islas de Panloc, Jap y Palao, y otras Islas, confirmando la relacion de[l] Reverendo Padre Andres Zerrano. Y nos dieron noticias que en cinco dias yban de Panloc a Jap tirando por el nordeste. Y tambien nos dieron noticias de la Isla Cemerideis[1] que es un poco mas grande que la suya, un dia de camino de la Isla de Sonsonrrol, quedando de su dicha Isla al sur quarta al sueste. Nos dan tambien noticias de otra Isla que se llama Paolo[2] que queda al sursueste, a un dia de distancia de otra Isla. Y no falte de marcar el lugar a donde nos señalaban con la mano; yo, con la aguja, marque a la parte adon[de] nos asian la[s] señas. El Indio Palao que señalaba ha estado en todas estas Islas de Palao, y es Piloto entre ellos, segun a entender Moac; el qual dicho Isleño hera de hedad de cinquenta años al parecer. Cuando señalaba dichas Islas era de noche, y quando f[u]imos á Panloc me fie en la señal de la noche que de dia hacia de hierro cuarta y media ha todas por no ber las estrellas. Y quando estubimos serca de la tierra de la Isla de Sonsonrrol, el señor sargento maior Don Francisco de Padilla y el reuerendo Padre superior [y] yo Piloto mayor hallamos apropoçito el embiar la lancha con el Piloto acompañado para ver si abia forma de dar fondo con el Patache, para prouernos de Agua y leña, y registrar las otras Islas y los frutos de ellas. Y cuando estuuo nuestra lancha como un cuarto de legua de otra Isla, se hallegaron dos barcos a ella, y entro un Indio de dichos barcos para mirar, y cojio un alfanje y se arrojo en el agua; y nuestra lancha se boluio a bordo sin hazer nada. Y a las dos de la tarde, el Piloto de la Balandra[3], Don Joseph Ramon, le mandamos que fuera haçer la misma diligencia como el acompañado, y luego que estubo serca de tierra que bido muchos Indios en la Playa que, aunque yban armados, se bolvieron sin hazer nada de lo que se le[s] hauia ordenado. Y el viento calmo entonzes, y la corriente nos

while theyclapped the palms of their hands against their thighs. As soon as the music came to an end, one of them measured the width of the ship with outstretched arms, while another started to count the crew. They brought us quite a few coconuts. Their diet consists of coconuts, breadfruits[99], bananas and fish; apparently the land, judging from the breadfruit trees that we saw, is very fertile. The make of their canoes, with their outrigger pointed toward the ocean[100] and with a lateen sail made of meshwork, is very little different from those of the Mariana Islands; they get their canoes from the Panloc Islands, at a distance of about 50 miles, by sailing from their islands with SW and S winds to the Panloc Islands in order bring back their canoes. They provided us with information on the location of the islands of Panloc, Yap, Palao, and others, confirming the report of Father Andres Serrano. They told us that in five days time they will sail from Panloc to Jap in a northeasterly direction. They also provided us with information about the island of Cemerideis, which is a little larger than theirs and located a day's journey from Sonsonrrol in a S ¼ SE direction. In addition, they told us of yet another island called Paolo to be found in the SSE, one day away from this island. I made a note of the place they located for us by pointing with their hands in its direction; with my compass needle I determined the area that they had pointed to. The Palao Indian who pointed in the direction of the island has been to all of the Palao Islands; from what Moac could understand, they have a pilot among them. By all appearances, this particular native is about 50 years old. It was night when he pointed out those islands, and on our journey to Panloc I relied on these directions, which, during daytime, when the stars could not be seen, resulted in an error of one and a half quarters. As we neared the island of Sonsonrrol, the Lt. Col. Don Francisco de Padilla, Father Superior and I, the First Pilot, deemed it advisable to send out the sloop with the Second Pilot to find out if we could dock the ship in order to take on water and wood and to have a close look at its produce. While our sloop was still about ¼ mile away from the island, it was approached by two canoes An Indian from one of those canoes boarded the sloop, looked around, then grabbed a short sword and jumped into the water. Our sloop returned empty-handed. At 2 o'clock in the afternoon, we gave orders to Don Joseph Ramon, the pilot of the single-masted vessel, to undertake the very same reconnaissance trip. As he neared land, he saw many Indians on the beach, who although they carrying weapons, turned around without carrying out his orders. At that time, the wind died away

hecho al sueste, por ser muy rapida[1]. Y los mui Reuerendos Padres dieron Gracias á Dios, y todos nosotros, por hauer visto las Islas de Palaos. Y el Padre Superior dio a entender a un Indio Palao de las otras Islas que Jesuchristo es hijo de Dios, y le hazia pronunciar Jesus Maria. El dicho Palao lo pronunciaua claramente, y paresia aficionado a pronunciarlo, y hacia y hacudia con puntualidad, de la frenquencia de nosotros, al rosario y a oyr Misa, con Moac que lo instruia al reso. Y aseguro que en la grande Isla tenia como ochocientas almas; por la Isla pequeña no dio razon del numero de Isleños que tiene. Y la Isla grande tendra como dos leguas[2] de sirconferencia, y la chica tendra como una cuarta parte de la Grande. Y esta es la *not*ación [?] por la parte que la descubrimos y su situacion de dichas Islas : es por los cinco grados y veinte y quatro minutos de latitud norte segun mi observación, y por los ciento cinquenta y un grados y treinta y ocho minutos de longitud. —

Desde ayer a medio dia hasta oy a medio dia tengo nauegado, por el angulo del sursueste y del sueste cuarta al sur con los Bientos al nordeste y al leste nordeste, como media legua cada ora; y halle que las otras de[r]rotas me lleuaron, por mi estimatiba, al sur ocho leguas y dos tercios y al leste dos leguas y media, por las quales halle que mi angulo estimatibo en linia Recta fue de Diez y seis grados y cinco minutos del sur a la banda del leste, y mi camino estimatibo en otro angulo, de nuebe leguas; mi diferencia en latitud sur obseruada, de quarenta y tres minutos, y halle diez y siete minutos de mas al sur por mi obseruacion que por mi estimatiba, y segun mi corrección halle que mi angulo corregido fue de nueve grados y cincuenta y tres del sur a la banda del leste, y mi camino corregido de catorze leguas y dos tercios. Me halle allegado, por mi obseruación, a los cinco grados y diez y seis minutos de latitud norte, y por los ciento y cinquenta y un grado y quarenta y dos minutos de longitud; desde ayer a medio dia hasta oy a medio dia, la corriente me hecho al sur diez y siete minutos, y obserue cinco grados en este paraje de bariaçion nordeste. —

Lunes primero de Diziembre

Desde ayer a medio dia hasta oy a medio dia tengo navegado, al ueste y al ueste quarta al norueste con los vientos frescos al lesnordeste, como una legua poco mas cada ora, para poder aguantar las dichas Islas de Sonsonrrol, y a medio dia nos quedauan otras Islas al ueste norueste, como siete leguas de distancia; y por la mucha corriente que nos hechauan al sueste, por ser mui rapida, no podiamos aguantar para cojer otras Islas, por que nos de[s]garitauan la fuerça de las corrientes. Y obserue en dicho dia y me halle por los cinco grados y catorce minutos de latitud norte. —

Martes dos de dicho mez

Desde ayer a medio dia hasta a la[s] seis de la tarde de dicho dia tubimos calma; entonçes los bientos saltaron a[l] lesnordeste y al nordeste, como una legua poco mas cada ora. Entonzes, el cauo superior y los Reuerendos Padres [y] Yo Piloto

and the strong current carried us toward the SE. Like all of us, the Reverend Father praised God for being allowed to set eyes on the Palaos Islands. Father Superior taught an Indian from the Palaos that Jesus Christ is the Son of God and made him say »Jesus Mary«. The Indian from the Palaos could say it clearly and took delight in doing so; he likewise prayed the Rosary and attended Mass regularly as we did, together with Moac, who instructed him in prayer. He assured us that there were about 800 souls on the large island; but he provided no information about the number of inhabitants on the small island. The large island may have a circumference of about two miles, and the smaller one is perhaps one fourth the size of the larger. The following is the position and location of the island in the area where we discovered it: below 5° 24´ latitude north, according to my sighting, and 151° 38´ longitude.

— (Monday)

From noon yesterday until noon today, I sailed at a speed of about ½ mile an hour at a course between SSE and SE ¼ S, with NE and ENE winds. I discovered that the above course led me roughly 8 $^{2}/_{3}$ miles towards the S and 2 ½ miles to the east, from which I gathered that my estimated bearing in a straight line was 16° 5´ to the south-east. The journey following this course took us 9 miles. My southern latitude difference was 43´, and after my sighting I discovered that my bearing was 17´ more to the south than I had estimated. After making an adjustment, I found out that my corrected bearing was 9° 53´ southeast, and my adjusted distance 14 $^{2}/_{3}$ miles. According to mysighting, I had reached 5° 16´ latitude north and 151° 42´ longitude; between noon yesterday and noon today, the current had carried me 17´ towards S, and I observed at this point 5° northeasterly variation.

From noon yesterday until noon today, I sailed W and W ¼ NW with fresh ENE winds at a speed of about 1 mile per hour, with the intention of maintaining my course towards the Sonsonrrol Islands, and by midday those islands were about 7 miles toward WNW away from our position. Due to the strong current that pushed us SE, and which was quite fierce, we could not maintain our course to reach these islands, for the force of the current was driving us off course. On that day, my position was 5˚ 14´ latitude north.

(Tuesday)

From noon yesterday until 6 o’clock in the afternoon today, we experienced calms; then ENE and NE winds sprung up, and I sailed at a speed of one mile per hour. The Commander, the Reverend Fathers, and

maior hallamos apropocito hazer toda fuerza Posible para cojer otra Isla, para prouernos de Agua y leña, como huuiera forma de poder dar fondo sin riesgo del Patache, y ma[ne]r[a] del gouernar al ueste quarta al norueste. Y a las seis de la mañana las otras Islas Paresian al ueste quarta al norueste, a sinco leguas y media de distançia largas. Y los Bientos saltaron entonzes al leste y al esnordeste; hize gouernar al ueste y al ueste quarta al norueste, y a las seis de la tarde nos hallamos de las dichas Islas como dos leguas de distançia. Toda la noche tubimos la proa sobre de ellas, con los vientos al leste fresco[s], y con todo eso no podiamos cojer dicha Isla, por la corriente rapida que nos desgaritaua el sueste. —

Miercoles tres de dicho mez Dizieme

A la[s] seis de la mañana, las otras Islas nos quedauan al ueste quarta al su[*du*]este, como una legua de distancia. Las Bientos entonzes afloxaron y mande gouernar al ueste cuarta al norueste, para poder cojer dicha Isla. A las seis de la tarde estubimos como dos leguas de distançia. Nos quedauan al ueste norueste, y mande gouernar toda la noche sobre dichas Islas, sin poder abansar sino mui poco, por lo rapido de las corrientes que nos echauan al sueste. —

Jueves quatro de dicho mez

A las seis de la mañana, allandonos en frente de la boca de dicha Isla[1], hallamos á propoçito, con el cauo superior y los mui Reuerendos Padres Yo Piloto maior, de embiar la lancha otra bes, armada con el Piloto acompañado y Moac, si abia forma de poder dar fondo con el Patache sin riesgo y probernos de lo que nesesitauamos. Y á las quatro de la tarde boluio la lancha a bordo de hauer registrado otra Isla, y declaró el Piloto acompañado, que no tenia Puerto ni lugar adonde poder surjir, por estar encantilado y mucho fondo serca de la tierra y piedras, sin resguardo de ningun biento, y las corrientes mui rapidas. —

Biernes cinco de dicho mez

A la seis de la mañana, los muy Reuerendos Padres se determinaron para ir a tierra á poner dos Cruzes, una grande y otra pequeña, que el dia antes se auian hecho con este fin y pintado en este Patache. Y el cauo superior Don Francisco de Padilla [y] yo Piloto maior les propocimos por el riesgo para poder ir sus paternidades. Le[s] dimos a entender que las corrientes son mui biolentas, como lo an experimentado dichos reuerendos padres, que nos ibamos desgaritando, y que nos podia dar un punto que nos desgaritara y no nos daria lugar de poder cojer la lancha. Y les propocimos que los Indios heran mui aficionados al hierro, y que por dicho hierro podian jurtar la lancha. Y pidieron que dieramos la lancha Armada con las personas que nombraron dichos reuerendos Padres, que fueron el contramaestre Daniel Bagatin, y el Alferez de mar y Guerra Roque de Cordoua con el estandarte Real, y el Piloto de la Balandra Don Joseph Ramon, soldados armados, el cabo [de es]quadra Carlos Joseph Barreto, con un mosquete cada uno, con su garnier con vastante carga, y sus mechas y lanças,

(Dec. 1710)

I, the First Pilot, deemed it advisable to risk everything to reach the island in order to take on water and wood, provided that it was possible for the ship to steer a W ¼ NW course and to land. At six o'clock in the morning, the islands came into sight at W ¼ NW and a distance of a good 5 ½ miles. The winds then changed to E and ENE, and I gave the order to set a W and W ¼ NW course. At 6 o'clock in the afternoon, our position was about 2 miles off the said islands. All night we headed towards them with fresh E winds, but nonetheless could not reach land due to the strong current that drove us SE. —

(Wednesday)

At six o'clock in the morning, the islands were about 1 mile away from us toward W ¼ SW. The winds then died down and I gave orders to set a W ¼ NW course so as to be able to reach the island. At 6 o'clock in the afternoon, our position was about 2 miles off said islands. They were located WNW of us and all night we kept course towards the islands, but with little progress due to the speed of the current that drove us towards SE. —

(Thursday)

When we had arrived at the bay across the island at 6 o'clock in the morning, we—the Commander, the Reverend Fathers and I, the First Pilot—thought it prudent to send out the sloop again, manned by the Second Pilot and Moac, to see if we could safely land and equip ourselves with the things we needed. At 4 o'clock in the afternoon, the sloop returned on board after reconnoitering the island, and the Second Pilot declared that there was neither a harbor nor a landing site that would provide protection from any winds, and that the currents were raging.

(Friday)

At 6 in the morning, the Reverend Fathers decided to go ashore in order to erect two crosses, one large and the other small, which were made and painted for this purpose. The commander, Don Francisco de Padilla, and I, the First Pilot, explained to the Fathers the dangers it would entail for them to go ashore. We pointed out to them that the currents were very strong, as the Fathers could see for themselves, and that we would drift off course, or possibly be driven off course even farther, and then be unable to take the sloop in again. We also explained to them that the islanders were very fond of iron, and so might steal the sloop from them. Nevertheless, they asked to be given the sloop, and as crew men selected by the Reverend Fathers–namely the first mate Daniel Bagatin, the able seaman and soldier Roque de Córdova, carrying the royal banner, the pilot of the one-masted boat, Don Joseph Ramon, some armed soldiers, and the corporal Carlos Joseph Barreto, each was to carry his musket and a belt bag with sufficient ammunition, his fuses and lances in order to prevent canoes from approaching and its passengers

para no dejar arrimar ningun baroto a querer *des*embarcarse, y para defenderse en caso que fuera menester guardar á los muy Reuerendos Padres y a sus personas tambien; pues todos fueron armados hasta los marineros Pedro de Lima, Manuel de Aliman, Domingo Gines, soldados Pampangas Francisco Pinto, Martin de la Cruz, y los quatro Palaos. Y a las seis de la tarde la corriente nos apartó de dichas Islas con los vientos al nordeste y al norueste y al ueste y al sueste, con buenas turbunadas, y a la noche el cauo superior mando poner faroles al baupres y a la mesana por si acaso venian a bordo.

Sabado seis de dicho mez

A las seis de la mañana, las dichas Islas no paresia[n] mas que un poco, quedando al norte quarta al norueste, como ocho leguas de distancia, con los [vientos] al nordeste y al leste nordeste floxo[s], haciendo toda fuerza de bela para cojer dichas Islas, y como eran tan rapidas las corrientes nos desgaritauan al sueste. Y a las seis de la tarde nos calmó el biento hasta a las tres de la mañana, siete del corriente. Toda la noche el cauo superior estuuo manteniendo los faroles ensendidos, para que si binieran a bordo nos bieran. Los bientos saltaron por el leste y leste sueste, y mande gouernar al ueste norueste.

Domingo siete de dicho mez

A las nueue de la mañana descubrimos las dichas Islas desde el tope, que nos quedauan al ueste norueste, como nueve leguas de distançia. Los bientos se puçieron frescos al leste y leste nordeste y a leste sueste. Mande gouernar al ueste norueste, y al norueste cuarta al sueste sobre dichas Islas. Y a las seis de la tarde estuuimos como dos leguas de distancia de dichas Islas, y nos quedauan al norueste. Entonzes estaua el tiempo bueno y la mar en calma, para poder benir dicha lancha. Toda la noche, en la mesana y baupres tubimos faroles ensendidos para que nos pudieran ber si benian a bordo. Y toda la noche estuuimos en calma. —

Lunes ocho de dicho mez

A las cinco de la mañana, las dichas Islas nos quedauan al nornorueste, quatro grados a la banda del lueste, como siete leguas de distancia. Los bientos estauan al norueste floxos, y mande gouernar al ueste surueste. Y a las cinco de la tarde los bientos saltaron al ueste surueste fresco[s], y dichas Islas perdimos de vista, y estuuimos manteniendo de un Bordo y otro, para no desgaritarnos mas lejos de dichas Islas. Los vientos ventaron con mas fuerza al ueste surueste, y *cresio* [la] mar del dicho Biento. Y toda la noche tubimos los faroles ensendidos, si acaso salieran a la mar, aunque no podia la lancha estar en la mar, por los mares muy cresidos que aun nosotros no podiamos mantener con el Patache. —

Martes nueve del dicho mez

A las seis de la mañana me halle como diez leguas de distancia de dichas Islas, y me quadauan al ueste. Por mi observaçion de medio dia que me halle por los cinco grados y veinte y quatro minutos de latitud norte, y por los ciento y cinquenta y dos grados y siete minutos de longitud. Los vientos muy frescos al surueste que nos desgaritauan de dichas Islas. Y por junta que hizimos el cauo superior, y el hermano Esteuan Baudin. Yo Piloto maior Don Joseph Somera de dicho Patache, y mi acom-

to disembark so that they defend themselves if necessary and to protect the Reverend Fathers as well as themselves. Thus, all were armed, even the sailors Pedro de Lima, Manuel de Aliman, Domingo Gines, the Pampanga[101] soldiers Francisco Pinto, Martín de la Cruz, and the four Palaos. At 6 o'clock in the evening, the current moved us away from the islands with strong gusts of winds from NE, NW, W and SE. The commander gave the order that lanterns be on the bowsprit and the jigger mast at night in the event that the men might come on board.

(Saturday)

At 6 o'clock in the morning, the islands were almost out of sight; they remained toward N ¼ NW at a distance of about 8 miles, as we sailed under gentle NE and ENE winds. Even though we used all sail power to reach those islands, the heavy currents carried us off to SE. At 6 o'clock in the evening, the wind died down until 3 o'clock in the morning of the 7th of the month. Throughout the entire night, the Commander kept the lanterns lit just in case the men came on board. The winds started blowing from the E and ESE, and I gave orders to sail with the heading WNW.

(Sunday)

At 9 o'clock in the morning, from the top mast we sighted the islands located WNW ahead of us at a distance of about 9 miles.

From E, ENE and ESE, fresh winds came up. We set our course WNW and NW ¼ SE in the direction of the islands. At 6 o'clock in the afternoon, our location was approximately 2 miles off the islands, which lay NW of us. At that time the weather was fair and the sea calm, so that the sloop could have come off the island. Throughout the night, burning lanterns were kept on the jigger mast so that they could spot us if they wished to return to the ship. We had a windless night.

(Monday)

At 5 o'clock in the morning, the islands lay NNW from us, 4° headed west, at a distance of about 7 miles. Calm winds came from NW, and I gave the orders a WSW course. At 5 o'clock in the afternoon, fresh winds sprang up to WSW and we lost sight of the islands. We headed first portside and then to the starboard in order to avoid being driven off even further from those islands. The WSW winds intensified and the sea turned rough with this wind. We kept the lanterns burning the entire night in case the men put to sea, even though the sloop would not have been able to stay afloat in these rough seas, for even the ship could not hold its position. —

(Tuesday)

At 6 o'clock in the morning, I was about 10 miles away from the islands, located to the east in front of me. According to my observation at noontime, my location was 5° 24´ latitude north and 152° 7´ longitude. The winds from SW were fresh and drove us off the islands. In a conference that was convened by the Commander, Brother Estevan Baudin, myself, Don Joseph Somera,

pañado Don Roque Bauptista, por hauer visto que hera ymposible cojer dichas Islas, por ser el dicho Biento mui rezio, y por la proa, y vimos que nos yvamos desgaritando mas y mas, determinamos que era apropocito ir a descubrir las Islas Panloc, Yap y Palaos, por estar el viento a popa y recio. Entonzes mande gouernar al nornordeste y por el angulo de veinte y siete grados y treinta minutos del norte a la banda del Jeste. Entonzes los Bientos saltaron al ueste surueste, como una legua y dos terzios cada ora, y fui proceguiendo mi derrota. —

Miercoles diez de dicho mez

Desde ayer a medio dia hasta oy a medio dia, que dejamos las Islas de Sonsonrrol, tengo nauegado por el angulo de veinte y dos grados y treinta minutos del norte á la banda del leste, y por el angulo de veinte y siete grados y treinta minutos del norte a la Banda del leste, con los vientos al ueste surueste fresco[s], como una legua y media cada ora y menos. Mi camino estimatiuo fue de treinta y dos leguas, mi diferençia en latitud norte estimatiua de un grado y veinte minutos, mi diferençia en longitud al leste un[a] legua. Y me halle por los seis grados y quarenta y nueve minutos de latitud norte estimatiua, no hauiendo podido obseruar, por estar nublado[s] los orisontes, y por los ciento cinquenta y dos grados y cinquenta y un minutos de longitud. —

Juebes onze de dicho mez

A las ocho de la mañana descubrimos la tierra de Panloc, Yap y Palao, las quales dichas tierras son Islas de los Palaos, segun lo que Dixo Moac y el viejo Peloto de Sonsonrrol, y que las demas Islas estauan al leste y a lesnordeste y a leste quarta al sueste. Las quales dichas Islas de Panloc nos quedauan, la punta la mas al ueste, al norueste quarta al ueste, y la punta la mas a leste que podiamos alcanzar con la bista, nos quedaua al norte quarta al nordeste, como diez leguas de largo o de distancia. A medio dia [he] buelto a tomar mis derrotas. De nueve del corriente a medio dia hasta oy a medio dia que tengo nauegado, por el angulo de treinta grados y treinta minutos del norte a la Banda del leste, y por los veinte y dos grados y treinta minutos del norte a la Banda del lueste, con los Bientos al ueste surueste fresco[s]. Las quales dichas derrotas me lleuaron al norte, por mi estimatiba, cinquenta y dos leguas y media, y a leste veinte y tres leguas. Y halle que mi angulo estimatibo en linia recta fue de veinte y tres grados y quarenta y quatro minutos del norte a la banda del leste. Y mi camino estimatibo en dicho angulo fue de cinquenta y siete leguas y un terzio. Mi diferençia en latitud obseruada, de un grado y cinquenta minutos norte, y halle quarenta y siete minutos de diferençia al norte por mi obseruaçion que por mi estimatiba. Y segun mi correcçion halle que mi angulo corregido fue de treinta y dos grados y siete minutos del norte a la banda del leste, y mi camino corregido de quarenta y tres leguas y un terzio. Mi latitud alegada por obseruaçion, siete grados y catorze minutos norte, y por los ciento y cinquenta y tres grados y diez y seis minutos de longitud. La corriente muy rapida me hecho quarenta y siete minutos al sur de . . . [por mi] estimatiba. = Como a las quatro de la tarde nos hallabamos como dos leguas

First Pilot of the vessel, and by my Second Pilot, Don Roque Bauptista, we decided that it was impossible to reach these islands due to the strong and adverse wind, and since we noticed that that we were drifting farther away, that it would be better to turn to the discovery of the islands of Panloc, Jap and the Palaos as we would then be running before the wind. I gave orders to set a NNE course at 27° 30′ northeast. The winds then veered WSW, roughly 1 $^{2}/_{3}$ miles per hour, while I maintained my bearing.

(Wednesday)

From yesterday noon until noontime today, i.e., from the time we left theSonsonrrol Islands behind us, I sailed at a course of 22° 30′ northeast and a course of 27° 30′ northeast, with fresh WSW winds, at a speed of about 1½ miles or less per hour. The estimated distance covered was 32 miles; my estimated latitude difference [was] north 1° 20′, my latitude difference east 1 mile. My position was approximately 6° 49′ latitude north, , given that I could not determine my position due to a cloudy horizon, and 152° 51′ longitude. —

(Thursday)

At 8 o'clock in the morning, we discovered the landmasses of Panloc, *Y*ap and Palao, which, according to Moac and the old pilot from Sonsonrrol, were part of the Palaos Islands. The other islands, they said, were located toward E, ENE and E ¼ SE. The most westerly tip of Panloc Islands was located NW ¼ W from us, the most easterly tip that we could spot was N ¼ NE of us; their distance from one another was about 10 miles. At noontime, I resumed my course. From the 9th of this month at midday until today, I sailed with fresh WSW winds on a course set at 30° 30′ northeast and 22° 30′ northwest. These bearings, by my estimate, led me 52 ½ miles to the north and 23 miles to the east. I supposed my course to be in direct line 23° 44′ northeast. The distance I sailed on this course was roughly 57 $^{1}/_{3}$ miles. My latitude difference was 1° 50′ N; in determining my position, I found a difference of 47′ north compared to my approximation. After my alteration, my corrected bearing was 32° 7′ northeast, and the corrected distance sailed was 43 $^{1}/_{3}$ miles. My observed latitude was 7° 14′ N at 153° 16′ longitude. The very strong current forced me 47′ to the south from . . . . . .[102]by my estimate. — Around 4 o'clock in the afternoon, we were about 2 miles from land when four canoes approached, stopping half a

de la tierra. Binieron quatro barcos a bordo y se mantuuieron a medio cable de este Patache, sin quererse acercar; y como a las cinco, estando mas cerca de las Islas, fueron viniendo los demas barcos, como otros quatro, y estando mirandonos algun tiempo, nos hizieron demostraciones con las manos que estauan buenas gentes, hablando ellos Mauman, que sinnifica bueno, y despues reconoçimos que eran grandes ladrones y traydores y embusteros. Y se hecharon al agua y binieron a bordo. Con mucho miedo estubieron en la tordilla de popa, hablando con. el Hermano Esteuan Bandin *que* no los entendia, [y] estando promptos para dejarse caer al agua, andando ojeando que pudieran jurtar. Y uno que vino nadando se harrogo *a* la mesa de guarnición y agarro una cadena de dicha guarnición, y queriendo quebrarla con las manos, con las diligencias que hazia y como no podia, le hechaua el diente para hazer mas fuerza para lleuarsela. Y de esa misma manera yban haziendo a las argollas y machos y abrazaderas del timon, y como no pudieron arrancar ni lleuar nada, el Hermano les dio un pedazo de plato quebrado y una sarta de Abalorio y un poco de Asucar, y se fue [sic!] contento a su embarcaçión. Y otro que le hecharon un pedazo de Plato se cayo al agua, en donde los dichos Indios lo fueron a buscar y tra*er*. Son estopendos nadadores. El cabo superior Don Francisco de Padilla, y viendo que avia muchisima gente en los otros barcos, y que estauan llenos de lanzas y flechas, no les consentia que ningun barco se arrimara a bordo, estando toda la gente en arma con toda pre*caucion*. Y llegaron despues dos barcos con Isleños, y dos subieron arriua. [Y] co*mo* el Hermano Esteuan Bandin [vio] que no se entendian uno ni otro[s], *los* cojieron y hecharon al agua. Y se embarcaron dentro de su embarcacion, y cojiendo a distancia de sus flechas, nos empesaron a tirar. Y biendo el sargento mayor su atrebimiento de ellos, mando disparar a la Infanteria. Y al estruyendo de las balas o silvido que les yba por los oidos, se hecharon al agua desamparando sus embarcaciones, y sambullendose en el agua, y amparandose de ellas, para poder escapar [con] las vidas a huir a toda priesa para sus Pueblos. Y son hombres bien hechos, y conforme las calidades estan pintados; porque ay entre ellos amulatados, y otros de color amembrillado, y otros mas morenos, con el Pelo ensortijado, y otros de Pelo largo, y otros bermejos.

Biernes Dose de dicho mez

Desde ayer a las seis de la tarde hasta oy a las seis de la mañana tubimos calma. Y sobre las tierras como de distancia de tres quartos de legua, Reconociendo desde

cable's length off the ship without wanting to come any closer. At about 5 o'clock, when we were even closer to the islands, other canoes arrived, about four more. After we watched them for some time, they signaled us with their hands that they were good people by saying Mauman[103], which means »good«, although later we learned that they were great thieves, backstabbers and cheats. They jumped into the water and came on board. Trembling in fear, they stood on top of the cabin in the stern of the ship and spoke with Brother Esteuan Baudin, who did not understand them. Always ready to jump back into the water, they looked around for things to steal. One man, whoswam to the ship, jumped toward the rigging and grabbed a chain intending to break it in half with his hands. When, despite all efforts, he was unable to do so, he tried to apply even more force with his teeth in order to carry it away. The same was tried with the iron bands, hooks and rings of the rudder, but since they were not able to pry anything loose and carry it away, the Brother gave them a piece of a shattered plate, a glass bead necklace and some sugar, whereupon he (sic!) returned to his vessels satisfied. Another one was given a piece of the plate that fell into the water, where the Indians searched for and actually found it. They are great swimmers. When the Commander Don Francisco de Padilla saw that the canoes carried a large number of people and they brought along many lances and arrows, he did not allow any canoe to close in and ordered the crew to be armed and watchful. Afterwards two canoes with Indians approached and two men came on board. When Brother Estevan Baudin saw that he neither understood them nor they him, the men were seized and hurled into the water.[104] They got back on their canoes and, after paddling off to the range of their arrows, they started to shoot at us. As soon as the Lt. Col. saw their audacity, he ordered the infantry to open fire. At the whistling sound of musket balls whooshing by their ears, they jumped into the water, left their canoes behind, dove, resurfaced, got into their canoes and hurriedback to their villages in an effort to save their lives. They are well-built people and covered in paint according to their rank; among them are some of mulatto-like complexion, while others are quince-colored, and still others even darker with frizzy hair [others had long hair, and still others red hair].[105]

(Friday)

From yesterday 6 o'clock in the afternoon until 6 o'clock in the morning, we experienced becalmed. At a distance of about ¾ of a mile from land, I maintained a lookout from the topmast

el tope (por hallarnos sin la lancha) adonde podiamos dar fondo para estar seguro el Patache, y las corrientes tan rapidas que no nos daban lugar de cojer Puerto y nosotros no determinamos el cojerlo por las Piedras que ay debajo del agua, y el mucho fondo que abia, eche el escandallo barias bezes en diferentes parajes de dichas Islas, y no se hallaba fondo. = Y como a las quatro de la tarde binieron dos barcos á bordo y haçian la misma señal que los otros de buená jente, y se estuuieron ronseando por el Patache, y benian armados de Piedra[s] y flechas, y como beyan el Patache que estaba como Puerco espin, no se atreuieron a espinarse, sino haziendonos señal de que no fueramos a las Islas que corren mas al este de los Palaos, porque los Isleños de ellas es mala gente y que nos hauian de cortar las cabezas, sino que fueramos a sus tierras, que heran buenos, y hai mucho que comer, señalando cocos, rimas, y tortas de pescado, y pilis en dulce, que el sargento maior y cauo superior Don Francisco de Padilla no permitio que ninguno comiera de ello, por el beneno que podia hauer, que lo aviamos reconocido en las lanzas.

Y a un soldado llamado Juan Morillo que com*ió* muy bien de lo [que] trujieron, y el cauo superior le reprejendio por aver comido, y por que no çe apestaran si acasso hauian puesto el veneno, lo mando el cauo superior hechar todo el regalo al agua que hauian traido. Y como a las diez de la noche los vientos saltaron al sursueste, fresco[s], como una legua y media cada ora; reconocimos que la corriente nos hechaua con mucha fuerza ensima de las Islas, y viendo que no podiamos montar ni la punta del ueste, halle apropoçito de pasar entre dos Islas y mande gouernar al nornorueste; las quales dichas Islas y el canal auia bien marcado el dia Antes desde el tope, para poder pasar si se ofreciera ocazión como se ofreçio. El canal de las dichas Islas hauia como dos terzios de legua de Anchura que se podia pasar sin riesgo ninguno, por no hauer visto, estando serca de ellas, arresife ni rebentasones. —

Sabado treze de dicho mez

A las seis de la mañana nos hallamos como quatro leguas de la dicha tierra, y a medio dia como siete leguas, que nos [ha] quedado al este quarta al sueste; y los vientos saltaron por el nordeste. Hizimos Junta el señor sargento maior Don Franzisco de Padilla, yo Piloto maior, y el hermano Esteuan Bandin y el acompañado. Primeramente echamos de uer que los bientos estauan al nordeste, y era Imposible, con los dichos Bientos, de ir a descubrir las demas Islas que nos quedauan al esnordeste y al nordeste, segun las señales que el viejo Piloto de Sonsonrol nos dio; otra razon es [!], que nosotros no podiamos arresgarnos a ponernos entre tantas Islas Donde son las corrientes muy rapidas, sin tener lancha para podernos safar en caso que se nos ofreciera, no hauiendo ni plano de dichas Islas para buscar los puertos por

(December)

(becausewe were without our sloop) to see where the ship could berth safely; the currents were so swift that it became impossible for us to reach a safe anchorage. Moreover, we did not want to make the decision to search for a harbor because of the many reefs and shallows. At different locations near those islands, I cast the sounding lead, without reaching the sea bottom. — At about 4 o'clock in the afternoon, two canoes drew near and their passengers made the same gesture, signaling that they were »good people«, just as the earlier ones did. They sailed up and down the ship and approached while armed with stones and arrows. But when they saw the ship bristling with weapons like a hedgehog, they did not dare to attackus [?]. Furthermore, they intimated that we should not sail to the islands east of Palaos because their inhabitants were wicked people who would cut off our heads;instead , we should come to their land because they were good, and there was plenty to eat. In doing so, they showed us coconuts, breadfruits, fish pastries (tortas de pescado), and candied Pili nuts (pilis en dulce), which the Lt. Col. and the Commander did not allow any man to eat because of possible poison, such as that we had noticed on their lances. | A soldier by the name of Juan Morillo, who ate much of which they brought, was scolded for this by the Commander. In order to prevent being contaminated by the poison, the Commander ordered the entire offering to be thrown into the water. At about 10 o'clock in the evening, the winds freshened and turned to SSE [at] about 1½ miles per hour. We noticed that the current was pushing us with great strength toward the islands, and since we came to realize that we could not even stay clear of the W tip, I gave orders to steer NNW, since I had noticed a passage through these islands from the topmast the previous day and wanted to make use of it at a suitable time, as has happened now. The passage between the islands was about $^{2}/_{3}$ of a mile wide and could be negotiated safely since I did not notice any reef or surf when I was near the islands. —

(Saturday)

At 6 o'clock in the morning, we were about 4 miles, and at noon about 7 miles off the land, which remained E $^{1}/_{4}$ SE of us. Winds sprang up from the NE. Lt. Col. Don Francisco de Padilla, I the First Pilot, Brother Esteuan Baudin, and the Second Pilot held a meeting. First, we realized that the winds came from NE, and with such winds, it was all but impossible to pursue the discovery of the other islands, which lie ENE, according to the directions given by the pilot of Sonsonrrol. An additional factor to be considered was that we could not take the risk of steering between so many islands with such rapid currents without having the sloop which would allow us to make an escape if anything went wrong. Besides, we had no charts of these islands that would have allowed us to reach any harbor

çi acaso nos dieran algun tiempo, o que las corrientes nos apuraran. Y reconosimos que era desesperación Arrojarse al peligro que teniamos experimentado, y hallamos mas apropoçito de boluer a las Islas de Sonsonrrol para haçer diligencia de *re*coxer los Padres y la demas jente de escolta. Y entonzes mande Gouernar al surueste, con los bientos al nordeste, como dos terzios de legua cada ora. = Y Al medio dia obse[r]ue, y me halle por los siete grados quinze minutos de latitud norte y por los ciento y cinquenta y dos grados cinquenta y dos minutos de longitud, segun el angulo y la distancia como tengo dicho arriua. —

Domingo catorze de dicho mez

Desde Ayer Amedio dia tengo nauegado al surueste, y al sur, y al ueste surueste, con los bientos al nordeste, como dos terzios de legua cada ora; y hauiendo reducido mis derrotas, y halle que me lleuaron al sur, por mi estimatiba, veinte y quatro minutos, y al ueste diez y ocho minutos. Por las quales halle que mi angulo estimatibo en linia recta fue de treinta y seis, cinquenta y dos minutos del sur a la banda del ueste, y mi camino estimatibo en dicho Angulo de diez leguas, mi diferençia en latitud sur obseruada de veinte y nueve minutos. Y halle cinco minutos de más al sur por mi dicha obseruación que por mi estimatiua; y segun mi corresçion halle que mi angulo corregido fue de treinta y un grado y quarenta y nueue minutos del sur a la banda del ueste, y mi camino corregido de onze leguas y media. Me halle hallegado a medio dia por los seis grados y quarenta y seis minutos de latitud norte Y por los ciento cinquenta y dos, y treinta y quatro minutos de longitud. La corriente me hecho al sur desde ayer á medio dia cinco minutos, y obse[r]ue hauer cinco grados de bariación nordeste en este Paraje. —

Lunes Quinze de dicho mez

Desde ayer a medio dia hasta oy a medio dia tengo nauegado por el angulo de diez y seis grados del sur á la banda del lueste, con los bientos al nornordeste y nordeste, y tengo hecho *segun* sobre digo [en] el dicho angulo, por mi estimatiua, ocho leguas. Mi diferençia en latitud sur estimatiba, de veinte y tres minutos y mi diferençia en longitud al lueste de siête minutos, mi diferencia en latitud sur obseruada de veinte y ocho minutos. Halle cinco minutos de mas al sur por mi obseruación que por mi estimatiua, y por mi corresçion halle que mi angulo corregido fue de treze grados y treinta y siete minutos del sur a la banda del lueste, y mi camino corregido de nuebe leguas y dos terzios. Me halle hallegado por los seis grados y diez y ocho minutos y por los ciento y cinquenta y dos grados y veinte y siete minutos de longitud, y halle en este Paraje cinco grados de bariación nordeste. —

Martes diez y seis de dicho mez

Desde ayer a medio dia hasta oy a medio dia tengo nauegado por el angulo de diez y seis grados del sur a la banda del ueste, con los bientos al norte y nornordeste. Tengo hecho en dicho angulo dose leguas. Mi diferencia en latitud sur estimatiba, de treinta y cinco minutos, y mi diferençia en longitud del ueste de diez minutos, mi diferençia en latitud sur obseruada de quarenta y cinco minutos; y halle dies minutos de mas al sur por mi obseruación. Halle que mi angulo corregido fue de Dose grados y treinta y quatro minutos del sur a la banda del ueste, y mi camino

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if we were surprised by bad weather or set adrift by those currents. We came to realize that it would be an act of desperation to run the risks we had identified, and thoughtit more advisable to return to the Sonsonrrol Islands in order to try to pick up the Fathers and the rest of the escort. Sowe headed SW with NE winds, at a speed of $^{2}/_{3}$ miles per hour. At noon, I observed my position at 7° 15´ latitude north and 152° 52´ longitude, together with my distance, as mentioned earlier.

(Sunday)

Since yesterday noon, I had sailed in the direction of SW, S and WSW with NE winds, at roughly $^{2}/_{3}$ miles per hour. After correcting my bearings, I discovered they led me approximately 24´ to the south and 18´ to the north. That implied that my estimated course led in a direct line 36° 52´ southwards, that my approximate distance at this bearing was 10 miles, and that the latitude difference was 29´. Based on this observation, I was 5´ further south, and after my correction my bearing was 31° 49´, while the distance traveled was 11½ miles. At noon, I had reached 6° 46´ latitude north and 152° 34´ longitude. Since yesterday, the current had carried me 5´ southward, and at this position I observed a 5° northeasterly variation.

(Monday)

From yesterday noon until noon today, I travelled at a bearing of 16° to the southwest with NNE and NE winds, and covered at this course a distance of about 8 miles. My estimated latitude difference to the south was 23´, my longitude difference to the west 7´, my monitored latitude difference to the south 28´. Therefore, my observation resulted in 5´ above my estimate, and after my rectification my corrected bearing was 13° 37´ southwest, and my corrected distance 9 $^{2}/_{3}$ miles. I had reached 6° 18´ north latitude and 152° 27´ longitude, and at this position discovered 5° northeastern variation. —

(Tuesday)

From yesterday noon until noontime today, I sailed at a bearing of 16° to the southwest with N and NNE winds. At this course I covered 12 miles. My estimated latitude difference to the south was 35´, my longitude difference to the west 10´, my monitored latitude difference to the south 45´. According to my observation, this resulted in an additional 10´. I came to know that my corrected bearingwas 12° 34´ to the southwest, and my corrected distance 15 $^{1}/_{3}$ miles. I had reached

corregido de Quince leguas y un terzio. Y me halle por los cinco grados y treinta y tres minutos de latitud norte y por los ciento cinquenta y dos grados y quinze minutos de longitud; obserue cinco grados de bariación nordeste en este Paraje. —

Miercoles diez y siete de dicho mez

Desde ayer a medio dia hasta oy a medio dia tengo nauegado por el angulo de Dies y siete grados y cinquenta minutos del sur a la banda del ueste, con los bientos bariables al nordeste y a lesnordeste, y tengo hecho en dicho angulo nueue leguas y dos terzios, por mi estimatiua. Mi diferençia en latitud sur estimatiua, de dos leguas, y mi diferençia en longitud al ueste, de nueue leguas y un terzio; y por no hauer sol á medio dia no obserue. Y me halle por los cinco grados veinte y siete minutos de latitud norte estimatiba, y por los ciento cinquenta y un grados y cuarenta y nueue minutos de longitud. —

Jueves diez y ocho de dicho mez

A las seis de la mañana descubrimos las Islas de Sonsonrol, a donde estaban los muy Reuerendos Padres, que nos quedaua[n] al ueste cuarta al surueste, como cinco leguas de distancia. Y los vientos, al nordeste, fresco[s]. Y a las tres de la tarde nos hallamos enfrente de dicha Isla, como *di*stancia de un tiro de Artilleria, adonde quedamos hasta a las seis de la tarde, de un bordo y otro, sin hauer bisto que no benia la lancha; y vimos dos barcos que atrauesauan de una Isla a otra. Toda la noche tuvimos calma, con las velas cargadas. El sargento mayor y cauo superior mando poner faroles ensendidos al baupres y la mesana, por si salieran nos bieran; adonde estauamos esperando dicha lancha y el tiempo fauorable para que pudiera benir qualquiera embarcazión. He buelto a tomar mis derrotas desde el dies y seis del corriente hasta oy a medio dia, que tengo navegado por el ang[ul]o de sesenta y siete grados treinta minutos, y por el angulo [de] ochenta y seis grados, y por el angulo de setenta y ocho grados del sur a la banda del ueste, con los vientos al norte, nornordeste y nordeste, floxo[s]; las quales derrotas me han lleuado al sur, por mi estimatiba, siete minutos, y al ueste, quarenta y cinco minutos; por las quales halle que mi angulo estimatibo en linia recta fue de ochenta y un grado y nueve minutos del sur a la banda del ueste, y mi camino estimatibo en di*chos* angulos de quinze leguas. Mi diferençia en latitud sur y obseruada, de treze minutos. Halle seis minutos de mas al sur por mi obseruaçión que por mi estimatiba. La corriente me hecho al sur seis minutos, y por mi corresçión halle que mi angulo corregido fue de setenta y çinco grados y cinquenta y dos minutos del sur a la banda del ueste, y mi camino corregido de quinze leguas y dos terzios. Y me halle hallegado, por mi obseruacion, por los cinco grados y veinte minutos de latitud norte y por los ciento cinquenta y un grados y treinta y dos minutos de longitud. —

Biernes dies y nueue de dicho mez

Oy a las seis de la mañana nos hallamos apartados de la dicha Isla como seis leguas, por las corrientes al sueste tan rrapidas, y nos quedauan al norueste quarta al norte. Los vientos, variables, al nornordeste, y calma. Y a las tres de la tarde pe[r]dimos de vista la dicha Isla. Y mande gouernar al norueste quarta al norte, con los vientos floxo[s] al nordeste. Y no obserue, por no hauer sol; me halle, por mi

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5° 33´ north latitude and 152°15´ longitude, and at this position discovered a 5° northeasterly variation.

(Wednesday)

From yesterday noon until noontime today, I sailed with a bearing of 17° 50´ to the southwest, with winds from NE and ENE, and at this course covered roughly 9 $^{2}/_{3}$ miles. My estimated latitude difference to the south was 2 miles, my longitude difference to the west 9 $^{1}/_{3}$ miles; since at midday, I could not see the sun, I was not able to take my position. My location was roughly 5° 27´ north latitude and 151° 49´ longitude. —

(Thursday)

At 6 o'clock in the morning, we noticed the Sonsonrrol Islands, located W ¼ SW, at a distance of about 5 miles from us where the reverend Fathers had remained. Fresh winds were blowing from NE. At 3 o'clock in the afternoon, we found ourselves opposite the island at a distance of a cannon-shot and remained there until 6 o'clock in the evening, one moment turning portside, the next starboard, but without seeing the sloop appear. Yet we noticed two canoes crossing over from one island to another. During the entire night we experienced becalmed. The Lt. Col. and the Commander gave orders that lanterns be lit on the bowsprit and the jigger mast for them to see us in case they left the island. We remained at this position and waited for the sloop and for a favorable opportunity for any vessel to approach. From the 16th of the month until noon today, I resumed my course at 67° 30´, sailing at a bearing of 86° and at a bearing of 78° southwest with calm N, NNE and NE winds. These bearings led me roughly 7´ to the south and 45´ to the west, with the result that my estimated position in a direct line was 81° 9´ southwest; the estimated distance covered at this bearing was 15 miles. My observed latitude difference to the south was 13´. The current carried me 6´ to the south, and after my adjustment, my corrected bearing was 75° 52´ southwest and my corrected distance 15 $^{2}/_{3}$ miles. According to my observation, my position was 5° 20´ north latitude and 151° 32´ longitude.

(Friday)

Today, at 6 o'clock in the morning, due to a very strong southeast current, we were 6 miles off the islands which lay NW ¼ N of us. Winds, variable, from NNE, and then becalmed. At 3 o'clock in the afternoon, we lost sight of the island. I ordered a NW ¼ N course during calm NE winds. Since the sun did not shine, I could not conduct observations; my estimated

estimatiba, por los cinco grados y quatro minutos de latitud norte y por los ciento cinquenta y un grados y quarenta y tres minutos de longitud. Toda la noche el sargento maior y cauo superior mando poner faroles ensendidos en la mesana y el baupres para que nos vieran si benian con la lancha y nos biera[n] donde Andabamos. —

Sabado veinte de dicho mez

Desde ayer a las tres de la tarde hasta oy a las seis de la mañana mande gouernar al norueste quarta al norte con los vientos al nordeste, coxiendo del leste fresco como una legua y media cada ora, [hasta] que descubrimos la[s] dicha[s] Isla[s] que nos quedauan al uesnorueste como tres leguas de distancia. Nos acercamos como tres quartos de legua para ver si biene la lancha con los Padres y la escolta y no la Podimos ber nunca, ni barcos de los Palaos. Y a las seis de la tarde, *las* dicha[s] Isla[s] nos quedauan como una legua de distançia por el sur. Entonzes nos salto una turb*o*nada muy rezia por el nordeste y por el sueste y por [el] leste, y nos obligo de poner la proa al ueste y al norueste, con el trinquete. Toda la noche con los faroles ensendidos en la mesana y Baupres, para que nos bieran, aunque por aquel tiempo no podian venir, pero por hazer diligençia, por si acaso se arresgaran con dicho tiempo. A medio dia obserue, y me halle por los cinco grados y veinte minutos de latitud norte, y por los ciento cinquenta y un grados y treinta y tres minutos de longitud. Entonzes las dichas Islas me quedauan al ueste, y serca de las onze de la noche, que fue cuando pasaron las turbonadas, *nos* pusimos á camino con la proa al sursueste y los bientos al nordeste. —

Domingo viente y uno [de dicho mez]

A las seis de la mañana, la dichas Islas nos quedauan al sursueste como siete leguas de distancia, y los vientos al nordeste fresco[s]. Y a mediodia fuimos tres cua*rtos* de legua de distancia de dichas Islas a Donde quedamos hasta a las tres de la tarde sin parecer Nuestra lancha. Hizimos Junta en el tiempo q[ue] se pusso Una turbunada muy resia al nordeste que nos obligo de *Bir*ar a Veste y al Vesnorueste con el Trinquete. Entonzes por la Junta que hizimos, el sargento maior y cauo superior, Yo Piloto maior, y el Hermano Esteuan, y el acompañado, y demas ôfiziales del Patache, hauiendo visto que nos [a]sercamos varias vezes a dichas Islas con buen tiempo, y que nuestra lancha nunca Parezio, abiendo podido benir, ni ninguno de los Barotos de los Palaos, que tenia[n] costumbre de venir antes que los Padres fueron a dichas Islas; Entonzes bimos claramente que los Isleños de dichas Islas les detubieron *su* lancha, y a nosotros nos *h*era imposible el poder *cojerlas*, no teniendo lancha ni tener a Donde dar fondo el Patache, y *aun*que *nuestra* lancha *fue*ra, era imposible apoderarnos de la tierra por la multitud de Palaos *que ay* en dichas Islas. Biendo que era en balde de quedar alrededor de dichas Islas, con turbunadas, a donde son las corrientes tan rapidas por el sudeste, hallamos mas apropocito de boluernos a Manila para dar *en* tierra etc.

position was 5° 4´ latitude north and 151° 43´ longitude. The Lt. Col. and the Commander were ordered to hang up lit lanterns on the jigger mast and the bowsprit throughout the entire night, so that the people ashore would notice us and the direction in which we were going when they approached in the sloop.

(Saturday)

From yesterday at 3 o'clock in the afternoon, until 6 in the morning, I gave orders to set a course NW ¼ N with NE winds, and with fresh eastern winds I sailed atthe speed of 1 ½ miles. The islands, located WNW of us, came into sight at a distance of 3 miles. We approached up to about ¾ of a mile in order to see if the sloop with the Fathers and their escort was drawing near, but could not catch sight of it nor of any of the canoes of the Palaos. At 6 o'clock in the afternoon, the islands lay at a distance of about 1 mile to the south when we were surprised by a strong gust from NE, SE and E, forcing us to turn the bow with the headsail to N and to NW. All night long the lanterns kept burning on the jigger mast and the bowsprit so that they could see us. Even though they would not be able to come out in these weather conditions, we wanted to take the precaution in the event they might take this risk. My observation at noon resulted in a position of 5° 20´ latitude north and 151° 33´ longitude. At that time, the islands lay west of me, and close to 11 o'clock in the evening, when the gusts had subsided, we set a SSE course with winds from NE. —

(Sunday)

At 6 o'clock in the morning, the islands were located at a distance of about 7 miles from us SSE; there were fresh winds from NE. At noon, we were $^{3}/_{4}$ of a mile away from the islands, and remained at this distance until about 3 o'clock in the afternoon without the sloop coming into sight. We were holding a meeting when a strong gust of wind arose in NE that forced us to turn W and WNW with our headsail. At this conference, which was convened by the Lt. Col., the Commander, myself the First Pilot, Brother Estevan, the Second Pilot, and the other officers of the ship, we considered that we had closed in on those islands several times in fair weather without the sloop ever appearing, even though it should have been able to come out. Moreover, no canoes from the Palaos, which sailed to those islands ahead of the Fathers, had drawn near, so we realized that the natives of these islands had prevented the sloop from putting to sea. Yet, we were not able to reach the islands since we had no other sloop and knew of no place to berth our ship. Even if we had our sloop, we would not have been able to go ashore because of the large number of Palaos on these islands. Since it would be useless to remain in the vicinity of these islands, abounding in gusts and strong SE currents, we thought it more sensible to return to Manila and make land. . . . .

Sucesos de la tercera expedicion a las Islas Australes de los Palaos.

Luego que los Isleños de Sonsonrrol o s. Andres vieron n[uest]ro Patache, vinieron â Bordo con sus piraguas o embarcaciones ligerissimas, y los n[uest]ros los recivieron con gran consuelo de sus almas y agasajaron con muestras de cariño y benevolencia, dandoles algunos donecillos de ellos estimables, y cosas comestibles. Es la gente de estas islas muy alegre y festiua, de mucha urbanidad, de lindo talle, muy españolada y tan afable y humana, que parecio quer meter a los nuestros en sus corazones. Viendo estos el apacible trato y amable condicion de los Isleños, trataron de embiar la lancha a tierra afin de buscar surgidero y rio donde hacer aguada, por ir faltos de este alimento: y de camino explorar sus frutas, calidad, el numero de su[s] habitadores, y vecindad de otras islas, cuyas noticias deseaban para proseguir su derrota.

Dispusose y armose la lancha con el Corto numero de soldados que podia Caver en ella; fue en su Compañia el Principal Palao, llamado en su Gentilidad Moac, y en el Bautismo que reciuio en Manila, D. Joseph Miguel, y su hijo Juan, para servir de interpretes, y con ellos por cauo del esquife Roque Bautista, Piloto acompañado. Juntose a su vista en la playa gran numero de Gentiles, hombres, mujeres y mucha-cho[s], tirados de la novedad; y viendo que se acercaua a la playa el vajelillo y que los de el no se resoluian a saltar en tierra, preocupado[s] de algun temor y rezelo de que los Isleños no intentasen alguna hostilidad, estos a voces y con señas los llama*van* y conuidauan a que saltassen; y asegurados tambien del Palao x̃ptiano que no auia riesgo, y que la gente de aquella isla no haria daño alguno, parte de los de la lancha se animó a salir a la playa, como lo executaron con felizidad, porque el gentio que los esperaua los rec[i]uio no solamente con muestras de benevolencia, sino con respecto: pues no consintiendo que̅ pusiesen los pies en tierra, los cargaron y lleuaron en peso hasta la casa de su cazique ô Prin[cip]e. El qual, luego que los vió, los abrazo a todos y les besó los pies y las manos como cosa sagrada. A invitacion de su Principe, todo el concurso de los Isleños, hombres y mujeres, explicaron con diferentes demostraciones

Beside the above Diario, I discovered in Seville the following account of the Jesuit Father P. **Francisco Calderon**, the Provincial General of the Philippines. I copied the text beginning with page 9 of the Seville manuscript, where the actual period of discovery begins.

Results of the 3rd Expedition to the Eastern Islands of the Palaos (Calderon's Account.)

(1710)

As soon as the natives of the Island of Sonsonrrol or S. Andres spotted our ship, they came out intheircanoes, very light vessels, and our people received them with great joy and received them with signs of love and good will by presenting them with little keepsakes, which they appreciated, as well as withfood items. The people of these islands are quite joyful and lively, good looking, very kind, nicely built, very Spanish in character, and so trusting and friendly that our people wanted to embrace them. When they witnessed the winning manner and endearing character of the natives, they got ready to send the sloop ashore to search for an anchorage and for a river to take on water, since they were lacking in this necessity. On thisvoyage, the produce, nature, number of inhabitants and neighboring islands [of this island] should be explored, so that future expeditions can use this information. | The sloop was outfitted and manned by the small number of soldiers that were able to fit in it. They were accompanied by the Palao chief who, like the heathen Moac, received baptism in Manila and was given the name D. Joseph Miguel, together with his son Juan, so that they might serve as interpreters, and the Second Pilot Roque Bautista as Commander of the boat. When they came in sight, a large number of heathen--men, women and boys--came running onto the beach. When they saw the small boat drawing closer to shore and its passengers undecided whether to set foot on land for fear that the natives might be hostile and up to no good, they called and gestured, inviting them to jump out of the boat. Since the Christian Palauan assured them that there was no danger and the people of the island wouldnot harm them, a number of those in the sloop got up the courage to go ashore. They did so, as the crowd awaiting them received them not only with gestures of welcome but even with reverence They did not allow their feet to touch the ground, lifting them up and carrying them to the house of their Kazike, or chief. When the chief saw them, he embraced them all and kissed their hands and feet as if they were something sacred. At the request of their chief, the assembly of natives, men and women, expressed through signs of joy their delight at

de gozo el que tenian de su venida. Dieronles petates muy finos como los de Marianas, y de lo comestible que tenian a mano, Cocos, pescado, y Rimas, que es un genero de fruta que usan por pan, y por beuida Juba [? jugo?] de cocos, que es como oximiel de mucha suavidad. Al mismo t[iem]po llamauan con aplauso y alegria la multitud: Dios Dios.

Quedaron los nuestros muy pagados del aga[sa]jo y buena acojida de los I[s]leños, y queriendo dar estas buenas nueuas a los del Patache, trataron de boluerse a Bordo, lleuando consigo a aquel Prinzipal con los que le quisieron acompañar. Embarcados pues en la lancha, fueron todos al Patache, donde fueron bien reciuidos y agasajados de los nuestros, dandoles de aquellos donecillos y alajas de buena vista y poco precio que podia[n] conziliar sus voluntades.

Los Isleños, admirados de aquel genero de embarcacion, y no menos del humano trato de los Españoles, quisieron lleuar a todos a su Pueblo y los conuidauan con tanta Instancia, que no pudieron resistir a sus ruegos, y mas siendoles presiso el tenerlos contentos, por la necesidad que tenian de ellos, para explorar la isla, hacer Aguada y tomar lengna para proseguir la empresa de descubrir otras I[s]las. Se embarcaron para ir a tierra el Padre sup[erior] Jacobo Duueron, y el P[a]dre Joseph Cortil, su compañero, el Piloto m[aior] Joseph Ramon de nacion Mallorquin, el contra M[aestr]e Daniel Bagatin Veneziano (exc[e]lente Carpintero y artifice de fragata), el Alf[ere]z con el estandarte de su Maj[estad], los quatro Palaos, marido y mujer con dos hijos, y siete soldados con sus Armas. Como el disignio de este embarque e ida a tierra no era para quedarse en estas Islas de S. Andres, sino solamente para enarbolar la s[an]ta Cruz y el estandarte de su Mag[estad], buscar puerto, tomar lengna, y boluerse luego al Patache: salieron los Padres (y tambien los compañeros) tan desnudos de un todo, que no lleuaron consigo sino sus breuiarios, un sobrepelliz, una estola, dos Cruzes, una imagen en lienzo de N. S[eño]ra del Loreto y algunas cosillas curiosas p[a]ra regalar al Principal de las Islas. Y auiendo ofrecido el hermano esteuan Bandin que cuydaua de lo temporal de la Mision, al P[a]dre superior Duveron algunas Pastillas de chocolate, no las quiso admitir, diciendo que para el poco tiempo que estauan de estar en tierra no era nesesaria tanta prevencion, que bastaba medio saco de Viscocho, un quarteron de queso, un poco de azucar y dos gantas de arroz . . .[1] para sembrar. El Piloto Mallorquin solo anduuo aduertido (por lo que podia suceder) de lleuar los instrumentos de su arte; en que andubo tan preciso, que auiendosele

(1710)

their arrival. They presented them with very fine Burí mats (petates[106]), like those of the Mariana Islands, and whatever food they had handy: coconuts, fish and breadfruit, which is a kind of fruit they use as bread, and coconut sap (? juba de cocos), a drink that, like vinegar mead (oximiel), is very mild. At the same time, the crowd erupted in cheers: Dios, dios![107]

Our people were very pleased by the hospitality and kind reception they were given by the natives, and since they wanted to bring this good news back to the ship, they prepared to return on board bringing along with them the chief and those who wanted to accompany them. After they had boarded the boat, they headed for the ship where they were given a warm welcome and gifts. In fact, we gave them little gifts, including jewelry of pretty appearance but of little value,which were meant to win their affection. | The natives, who were greatly astounded by this type of vessel and even more by the Spaniards' kindliness, wanted to bring all of them to their village and invited them with such urgent pleas that the Spaniards were unable to resist, even less since they needed their help to explore the island and to take on water and wood for the continuation of their effort to discover those islands. Father Superior Jacobo Duberon and his companion, Father Joseph Cortil, the First Pilot Joseph Ramon, one Majorcan, the Chief Mate Daniel Bigatin from Venice (an excellent carpenter and ship builder), the able seaman carrying the banner of His Majesty, the four Palaos, husband and wife with their twosons, and finally seven soldiers under arms embarked to go ashore. Since the purpose of this embarkation and trip to the island was not to remain on the S. Andres Islands, but simply to set up the holy cross and the banner of His Majesty, to look for a harbor, to take on wood, and thereupon to return to the ship, the Fathers (and their companions) set out without any possessions other than their breviaries, one surplice, 2 crosses, an image of Our Lady of Loreto on canvas, and some small items as gifts for the chief of the island. When Father Esteuan Baudin, who was in care of the temporal needs of the mission, offered Father Superior Duberon some chocolate pastilles, the latter refused to accept them saying that for the short time they intend to remain on the island, such provisions would not be necessary and that half a piece of ship's biscuit, a quarter (quarteron) of cheese, a little sugar and two gantas[108] of seed rice would suffice. Only the Majorcan pilot was cautious enough to bring along his instruments for all unforeseen eventualities. He was so meticulous, that even though

oƛuidado el abujon, yendo ya nauegando, boluio a Bordo a sacarlo. Con este pequeño aparato fue la lancha nauegando para tierra, sin que hasta aora se aya sabido el suceso de ella; porque aunque el Patache la estuuo esperando, manteniendose de uno a otro bordo p[or] espacio de quatro dias, no boluio en este tiempo a la Naue, ni esta pudo acercarse mas a tierra, porque las rapidas corrientes la fueron [a] echar de la mar afuera, e imposibilitando de coger la[s] Islas de s[an] Andres. Las quales por la quenta de los Pilotos estan en 5 g[rados] y 16 min[utos] de lat[itud] sept[entrional] y 152 g[rados] y 20 minutos de long[itud], tomando el principio de esta del Meridiano de Tenerife en las Isl[as] de Canarias.

En esta suspencion y estado entro el Vendabal (viento de poniente) y nauegados dos dias y en ellos 42 leguas, hizo arriuar al Patache a nueuas Islas grandes y de tierra alta, nombrada[s] en la lengua de los nat[ural]es Paloc y Palao ô Panlog, de donde las demas Islas an tomado la Denominacion de Palaos. Estan estas Islas segun la quenta de los Pilotos en 7 gr[ados] y 4 min[utos] de l[atitud] sept[entrional] y 153 gr[ados] y 16 minutos de l[ongitud, tomando el principio de esta del Meridiano de] Tenerife. El dia de su descubrimiento fue a lø̃s 11 de Dic[iembre]. Todos los Isleños de estas islas son gentiles; y segun lo que la vista pudo dicernir [y] con lo que dixeron los Indios de las de S. Andres o Sonsonrrol, la Isla de Palao o Panlog es tan grande, que son menester 36 [?] dias p[ara] bojearla ô rodearla con sus velozes embarcaziones o Piraguas. Con esta vimos claramente siete Islas de tierra alta y larga sembradas por el orizonte, que causauan una muy apacible vanedad, y su grandeza las hacia mas [r]espectables. Su dist[ancia] de[l] Cabo [del] Esp[iritu] Santo es de 181 leguas y ½ y 42 menos la de S. Andres.

Aviendo llegado el Patache cerca de la Isla de Paloc (que era la mas inmediata), en menos de dos horas concurrieron siete de sus Piraguas con mas de cincuenta Indios, pero temerosos de los nuestros no osauan acercarse al Nauio, aunque de este los llamauan con señas de paz. Despues de tiempo, se resoluieron a abordar tres de ellos, mas que [los otros] animosos, con su canoa, a quienes el Herm[ano] Misionero agasagó y regalo con rescates y cosas comestibles. Reparando en esto los compañeros, procuraron acercarse mas y hacian esfuerzo para atracarse al Bajel. Mas el sarg[ento] maior D. [Francisco de] Padilla, rezeloso de algun desman, mando poner en ala con armas de fuego a los soldados, y no consintio que subiessen al Patache sino p[o]cos, para adquirir noticia del puerto y frutos de aquella tierra. A estos dio algunas alajuelas para contentarlos, y todos ellos se ofrecieron a quedarse en el Bajel para mostrar adonde estaua el Puerto en que pudiese dar fondo y hacer aguada. Ellos correspondieron a n[ues]tros dones con la fruta del pais, como son rimas hecho tortilla, gabe, Cocos, buyo y dos lizas. Y preguntados por la calidad de la gente de su isla

he already had started the journey to the island, he returned on board to get the compass needle which he had forgotten. With so little equipment, the sloop headed towards land, and up to the present its whereabouts are unknown. Although the ship waited for four days—first heading portside, then starboard—the sloop did not return to the ship within this period of time. It could not come closer to land since heavy currents drove it out to sea and prevented it from reaching the S. Andres Islands. According to the calculations of the pilots, these are located at 5˚ 16′ north and 152˚ 20′ longitude, starting with the meridian of Tenerifa on the Canary Islands.

Inthis waiting position, western winds (vendabal) came up and took the ship on a two-day journey, covering 42 miles, to a new group of large high islands, which in the language of the natives are called Paloc, Palao or Panlog, and from which all other islands got their name Palaos.[109] According to the pilots' calculations, these islands are located at 7˚ 4′ north latitude and 153˚ 16′ longitude, starting with the meridian of Tenerifa. The day of their discovery was December 11. The natives of these islands are all heathens, and as one can see with the naked eye, confirmed by what the Indians of the S. Andres or SonsonrrolIslands said, the Island of Palao or Panlog is of so large that it takes 30 days to sail around it with their fast canoes. Along with it, we clearly saw seven high and extensive islands scattered along the horizon, which made a very pleasant sight and whose size made them even more impressive. Their distance from Cape Espiritu Santo is 181 ½ miles, 42 except the [?] one of S. Andres.

When the ship arrived at the Island of Paloc (the nearest one), in less than two hours seven of their boats with more than 50 Indians approached, but because they were afraid of us, they did not dare to draw near the ship even when we summoned them with peaceful gestures. At long last, three of them who were more courageous than the others decided to approach in their canoe, and the Father Missionary welcomed them and presented them with items for barter and food. As soon as their companions observed that, they too attempted to come closer and to reach the ship. But the Lt. Col. Don Francisco de Padilla, for fear of disaster, ordered the soldiers with their firearms to stand at attention and allowed only a few to come on board so that he could obtain information about the harbor and the fruits of this land. He gave them a few small pieces of jewelry to gratify them, and all of them offered to remain on board in order to point out the location of the harbor and where the ship could dock and take on water. They reciprocated our gifts with products from their land, like cake made of breadfruit, gabe (taro),[110] coconuts,

respondieron ser buena y tratable y no [como] los de la Isla de Palao ô Panlog (que quedava mas abajo), porque estos, daban a entender, matan a los que comercian y tratan con ellos.

Mas esto, a lo que p[or] el hecho se conoció, era tra*mp*a e industria, para ver si podian hurtar algunos clauos o fierro a que son aficionados; y viendo que no auia forma de ello, se arrojaron al mar y fueron nadando a su piragua, dando a entender, que presto volvian. Pero asi que se vieron en su embar[ca]cion, empezaron a tirar flechas y lanzas a los del Patache, aunque sin efecto o daño alguno. Quatro de ellas se hallaron pegadas al costado y una se sa*l*io del pie de la Imagen de San Francisco Xauier que estaba en la popa. Por esta osadia el sarg[ento] M[aior] de Padilla mando disparar algunos mosquetes, y parece que no hi*r*ieron a los Indios, los quales espantados con el estruendo de ellos se retiraron y boluieron a la *tierra*.

El dia siguiente voluio al navio una de d[ic]has embarcaciones con pocos de los Indios que auian tirado las flechas, los cuales iban llegando tan sin escrupulo de lo pasado, como si el disparo de las flechas ubiera sido salva a los nuestros y no agravio. No consintio el cauo que llegasen a bordo, pero uno de ellos, mas animoso, se arrojó al agua, y nadando trajo seis cocos, y sin subir al nauio se estuvo manteniendo de la Jarcia. Entonces el Hermano Prouedor de la Mis[ion] le largó un plato y algunas cosas de comer, como viscocho y azucar, que el recibio con muestras de agradecido.

Y viendo que ni entendia nuestra lengua, ni los nuestros la suia (que era dif[erente de la] de la isla de S. A[ndres]), se despidió y hecho al agua y fue nadando hasta embarcarse en su Piragua, lo qual hizo con tanta destreza, que nada de [lo] que lleuaua se le mojo. Embarcado ya con los suyos hicieron todos a los del Patache el ademan del buen viaje, dando [a] entender q[ue] se iban para tierra y que les fuesen siguiendo.

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Las flechas y lanzas que tienen p[or] armas los de [la] isla de Paloc son de caña larga y *d*elgada; y ponen en la punta un pedaso de palma braua harponada con Vetum que deue de ser cosa de veneno. Para tirar las flechas se ciñen con un cordon al parecer de huesso de pescado o concha de tortuga, en el cual haciendo fuerza con el cauo de las flechas, las despiden con gran violencia. — — — — — — — — —

(1710)

betel[111] and two lisas (mullet).[112] Asked about the character of the people of their island, they answered that they were good, amiable, and not like those of the Islands of Palao or Panlog (which is located further down), since the latter—as they insinuated—kill those with whom they traded and had dealings. | This, however, proved to be deception and trickery in order to see whether they could steal a few nails or iron, which they very much coveted. When they realized that this was impossible, they leaped into the sea and swam back to their canoes, pretending to return soon. The minute they were back in their boats, they began to shoot arrows and hurl spears at our ship, though they injured no one and did no damage to the vessel. Four of the slugs hit the deck and one passed through the base of the image of St. Francis Xavier, which was kept at the back of the ship. Because of their audacity, Lt. Col. de Padilla ordered the men the firing of some muskets, but seemingly none of the Indians were injured, but frightened by the noise they withdrew and returned to land.

On the following day, one of the canoes carrying a few of those Indians who had fired the arrows returned to the ship, approaching it with little concern about what happened, as if shooting those arrows had been a salute for us and not an offence. The commander did not permit them to come aboard, but one of them—the bravest of them—jumped into the water and swam to our ship, holding onto the rigging brought 6 coconuts without boarding, as he offered us six coconuts. Father Steward of the Mission handed him a plate and some food, like ship's biscuit and sugar, which he accepted with a sign of gratitude. | When he noticed that he did not understand our language, nor we his (because it was different from the language of the island of S. Andres), he jumped back into the water and began to swim until he was picked up by hiscanoe., All of this he did with such dexterity that none of the things he carried got wet. When he got aboard, all the people on board the ship made signs wishing him a good trip, and the natives signaled that they would return to the island and that we should follow. . . . . .

The arrows and spears that serve the natives of the Paloc Island as weapons are made of long thin bamboo,[113] and at their tip they attach a harpoon-shaped piece of the Palma brava[114] with bitumen (Vetum), which might be somewhat poisonous.

In order to launch their arrows, they strap on a brace, apparently made of fishbone or tortoise shell, against which they press the end of the arrows to discharge it with great force . . . . .

An account of the continuation of this journey and the final return voyage is found on p. 34. Above all, the entire account clearly shows Palaos and Panloc, or rather Panlog, as inscribed on the map, Fig. 3, are two

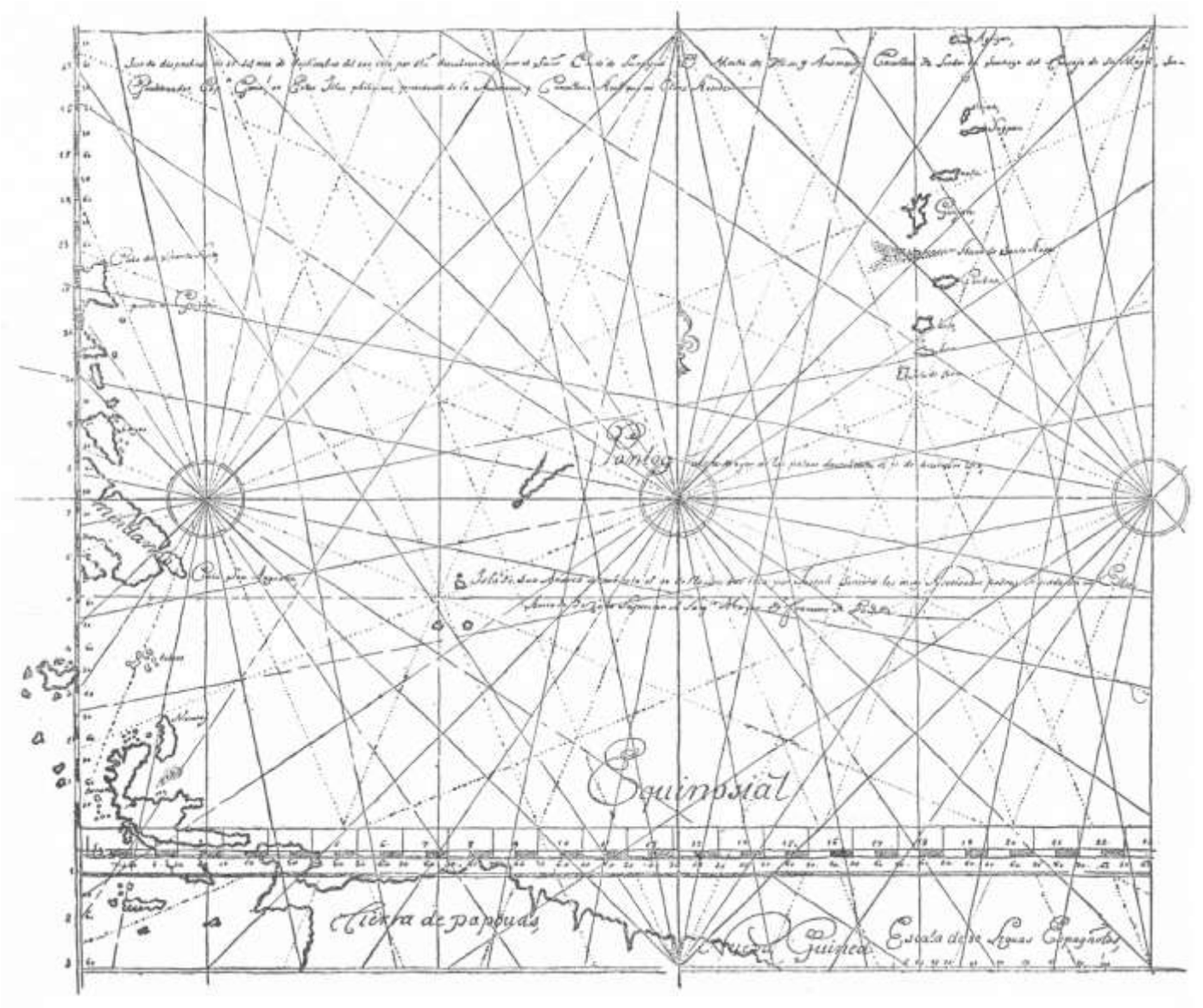


Figure 3

Compass chart of the pilot Somera, of the journey of discovery of Captain Francisco de Padilla 1710 (see p. 14, fn. 5.)

different things. The name Panlog for Palau appears once more, namely as the name given by the natives of the West Caroline Island to our archipelago (compare above map, Figure 2.)

That Yap is related to Pelau became known through the pilot from Sonsorol. This throws light on the haste and boundless desire of the Jesuits to make conversions,

which in the end turned into their misfortune. On the other hand, it is not clear why the Commander did not get a boat from the Palauans in order to attempt to rescue those who were left behind. Most likely, they were already slain; but they could at least have obtained some information concerning their fate.[115]

Searching with a bit morepersistence, the captain would have found anchorage at the southern tip of Ngeaur. The ship, as has been suggested, had already sailed through the channel between Ngeaur and Pelíliou. The chart in Fig. 3 clearly shows that only the southern tip of the archipelago was discovered, i.e., Ngeaur and Pelíliou. They saw the reef to the east and west and the Gogeál Islands disappearing on the horizon, but on the eastern side, as recorded on the chart, it extends too far to the east, although the bearing from December 11, at a distance of 10 miles, will lead to the correct observations. The numerous lines on the map are the compass roses that were customarily used by Mercator's cartographers, but they have nothing to do with lines of longitude and latitude.

Corresponding to the observations made at that time, the main E-W line of this »compass map« passes through the northern tip of Ngeaur at ca. 7° 15´ (which actually is 6° 55´); the three compass roses at this latitude are 180 Spanish sea miles apart. The prime meridian of the rose in the center points strictly to the north[116] and is located ca. 60 miles east of Ngeaur. Each quadrant has its eight lines. Each 2nd and 6th beam is dotted, representing NNE, NNW, WNW, SSW and so forth.

This led to the creation of a double line system that, completely independent of the coordinates, divides the ocean up into even and uneven squares. This is a draftsman's device and a secret art of pilots who had not yet discovered the clear Mercator projection.

So, on this map the pilot attributes the discovery of Palau to himself, and the commander is only second in line. At Sonsorol it reads:

Isla de San Andres descubierta el 30 de Noviembre 1710 por Joseph Somera, los muy Reverendos Padres se quedaron en Ella; Auiendo de Cabo superior y Sarg to Mayor Dn FRANCISCO DE PADILLA(Island of San Andres discovered on November 30, 1710 by J. SOMERA. The Reverend Fathers remained on it; Commander and Major was Don FR. DE PADILLA.).

The governor is likewise given credit. The inscription on the top of the map, fig. 3, reads: Siendo despachado en 27 del mes de Septiembre del ano 1710 por dho descubrimiento por el Señor Conde de Lizaragua D. martin de Visua y Arismendj, Cauallero del orden de Santiago del Consejo de su Mage d su Gouuernador Capn Genel, de Estas Islas philipinas presidente de la Audiencia y Cancellaria

Real que en Ellas Reside.(Were sent off on Sept. 27, 1710 for this discovery by Senor Conde de L. D. Martin de V. y A., Knight of the Order of Santiago, on counsel of H. M., his Governor, Captain General of these Philippine Islands, President of the Supreme Court and of the Royal Pontifical Chancery, who resides on them).

As mentioned, the chart in Fig. 3 shows first and foremost the newly discovered islands of San Andres and Panlog. Next to the latter is written: Isla Mayor de los palaos descubierta el 11. December 1710, which in turn shows that it was believed to be the largest island of the Palaos.

180 Spanish miles from Panlog, in ENE on the meridian of Guam, four islands are found: Isla de Casa, ban, bato and Carolina. The distance of 600 nautical miles on the map, Fig. 3, corresponds fairly well to the exact position that we havetoday. The origin of those names is not clear. Meanwhile, it is known that LEZCANO, in 1686, as was said (see p. 13), discovered an island that he named in honor of King Charles II Carolina. Soon after this the New Philippines were called Caroline Islands.

According to the chart, fig. 3, Carolina can only be the Island of Fároilăp (Fáraulip). Probably LEZCANO is likewise the person behind the three other names, of which ban is reminiscent of Ibaluk, and bato of Eláto, while the Isla de Casa »House Island« has to be Aúrupĕg (Aurepik). During our visit this island attracted attention because its houses were built especially high up on stone terraces. The positions given for the four islands south of the Mariana Islands, from which they are separated by the shoal Bajo de Santa Rosa, matches their actual positions fairly well. But one can hardly assume that the Isla de Casa is synonymous with the atoll Ngulu, ban with the Island of Yap, bato with Mógemog, and Carolina with Feis, since their position speaks against it, and Yap, which was known to the pilot, would have to be recorded under the name lag or lap at the known distance of ca. 50 miles.

SOMERA did not know these four islands and must have recorded them as directed by a Spaniard who knew the area of the Mariana Islands, i.e., probably according to the information of LEZCANO.

Presumably SOMERA used the information provided by the natives of Sonsorol in the map, Fig. 4. That this map dates back to the year 1710 can be gathered from its caption: Explicacion de el Mapa de las Islas de los Palaos descrubiertas por JOSEPH SOMERA, Piloto en el año de 1710 (Explanation of the map of the Palaos Islands, discovered by J. S. pilot in the year 1710), as well as from the image of a Sonsorol house entrance with two ornamented posts on this map (D). This could only have been seen on land by the pilot's assistant on December 4 because this landing was, and remained for a long time, the only one.

Underneath the explanation are 7 notes (A—G) that refer to the letters on the map.

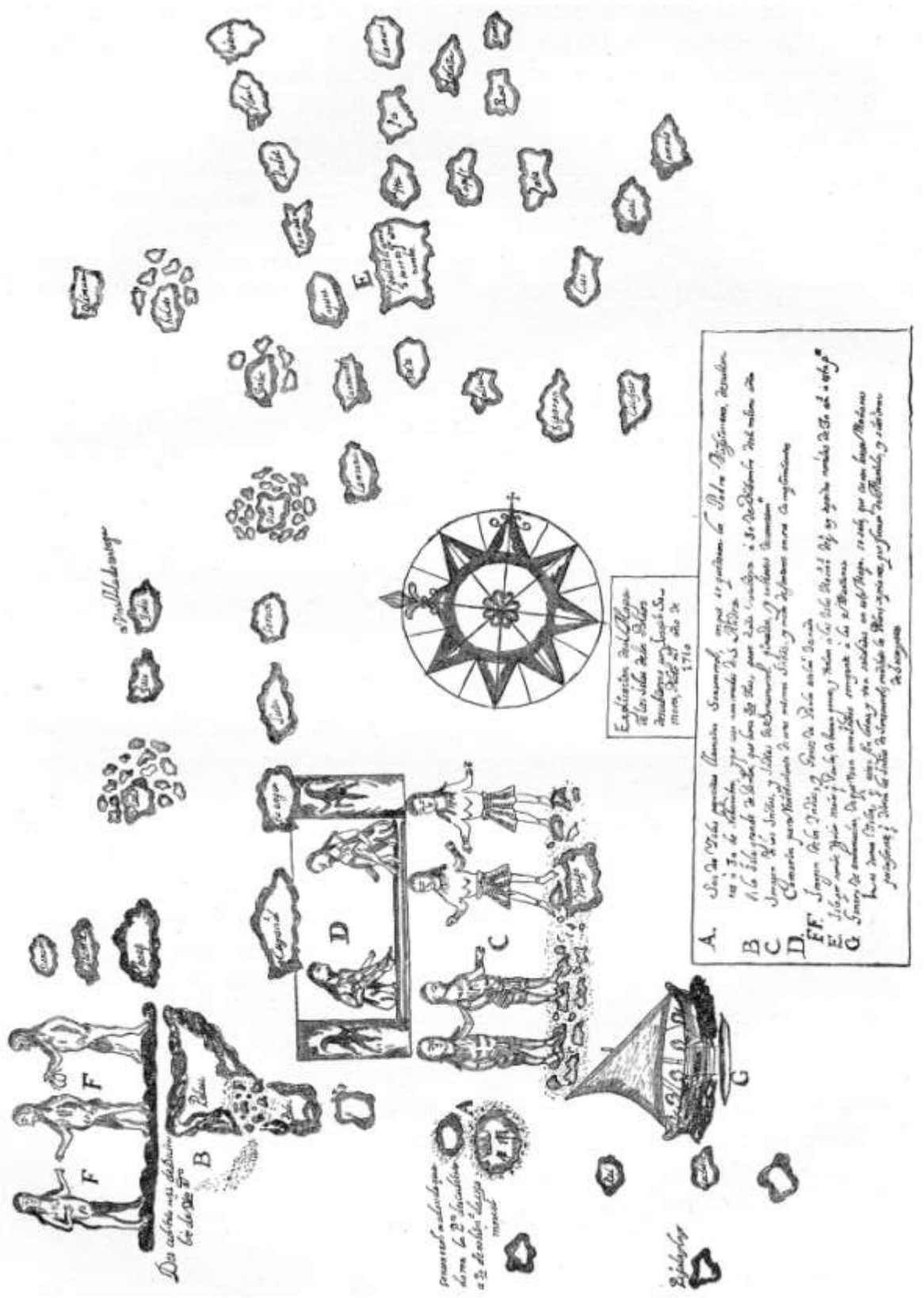
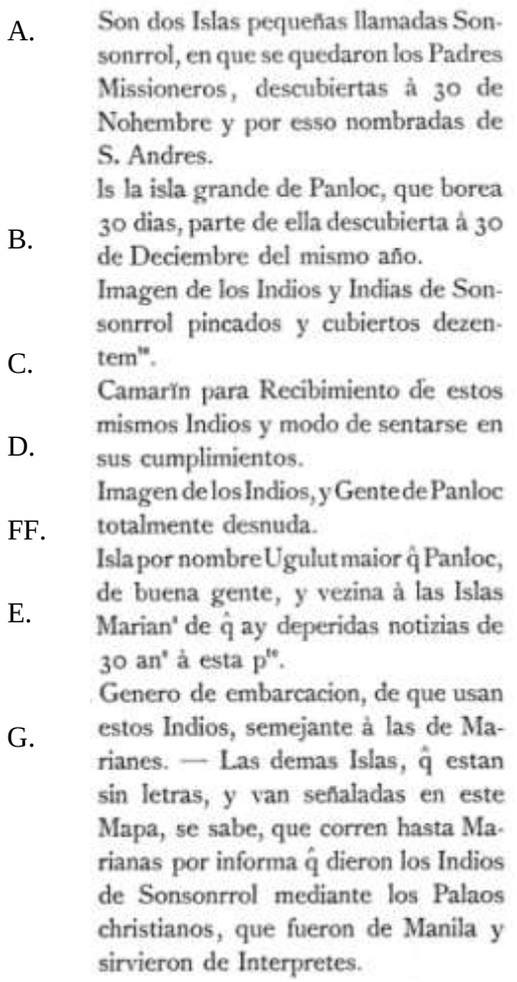


Fig. 4Native map of Sónsorol, 1710.



A. Son dos Islas pequeñas llamadas Sonsonrrol, en que se quedaron los Padres Missioneros, descubiertas à 30 de Nohembre y por esso nombradas de S. Andres.

[These] are two small islands, called S., where the Fathers stayed, discovered on Nov. 30, and therefore named S. A.

B. Is la isla grande de Panloc, que borea 30 dias, parte de ella descubierta à 30 de Deciembre del mismo año.

The large island Panloc, with a perimeter of 30 days sailing, a part of which was discovered on December 30 of the same year.

C. Imagen de los Indios y Indias de Sonsonrrol pincados y cubiertos dezentem^te.

Pictures of Indians from S., painted and modestly covered.

D. Camarïn para Recibimiento de estos mismos Indios y modo de sentarse en sus cumplimientos.

Reception room of the same Indians, and the manner in which they sit as a gesture of courtesy.

FF. Imagen de los Indios, y Gente de Panloc totalmente desnuda.

Picture of the Indians and the people of Panloc fully nude.

E. Isla por nombre Ugulut maior q̂ Panloc, de buena gente, y vezina à las Islas Marian^s de q̂ ay deperidas notizias de 30 an^s à esta p^te.

Island called Ugulut,[117] larger than Panloc, with good people, and near the Mariana Islands, of which lost reports from 30 years ago exist.

G. Genero de embarcacion, de que usan estos Indios, semejante à las de Marianes. — Las demas Islas, q̂ estan sin letras, y van señaladas en este Mapa, se sabe, que corren hasta Marianas por informa q̂ dieron los Indios de Sonsonrrol mediante los Palaos christianos, que fueron de Manila y sirvieron de Interpretes.

Type of vessel that is used by the Indians, similar to that of the people of the Mariana Islands. — According to reports made by Indians from S. that were transmitted through the Christianized people of Palaos, who came from Manila and served as interpreters, other islands on this map that are not designated by a letter are known to stretch up to the Mariana Islands.

The most important entry on the map, fig. 4, is the newly discovered Sonsorol and Panlog, A and B, both of which in contrast to all other unknown islands, are recorded in the effort to archive for geographical accuracy: More clearly than on chart 3, Sonsorol features two islands, one smaller in the north, and a larger one in the south (Inscription: Sonsonrrol es a donde quedaron los P^es descubierto a 30 de nobiem^e de 1710) and Panlog, unlike on map. 3, does not only show its southern part, but aims for the depiction of the entire archipelago. (Inscription: descubierto a 11 de Deciembre de 1710): Ngeaur in the south is drawn disproportionally large, and to its north lies the large barrier reef with a passage from E to W in inland water; between the two inlets are several small islands, indicative of Gogeál, the many small limestone islands.

The only inaccuracy is that the western reef fault is located not much further north than the eastern fault, but overall a reliable picture is provided.

The north-eastern course of the eastern reef is accurately indicated. Instead of converging at a northern tip, the reef breaks off crossways.[118] The inland water here is empty, but at this location a significant word is found: **Pelau**. How the pilot came to know of this name is not evident. In my experience, he could only have learned it from the Palauans, who, as will be explained more fully later, call the limestone rocks *gogeál*, but the northern volcanic land *pelau*,while the inhabitants of the Central Carolina Islands call the entire archipelago Palau.[119]

On the 11th of December 1710 and the following days, the first information concerning the name and the approximate shape of the archipelago was obtained.

It is my contention that almost certainly no sailor had set eyes on Palau before 1710, and so the 11th of December of this year has to be considered the actual day of discovery![120]

Francisco de Padilla is the true discoverer of the Palau Islands!

The map in Fig. 4 even shows us in FF three Palauans in their savage state, naked and with long hair and long beards, one bringing two coconuts for barter. Their reputation among the native inhabitants of the Caroline Islands has constantly been a bad one. Initial experiences of the Spaniards had confirmed those rumors that were spread by natives of the Caroline Islands who washed ashore in the Philippines; more is told in the letter of CANTOVA.(See p. 103.).

Nonetheless, renewed attempts were undertaken to learn more about the main island of the Palaos.

(1711)

On January 18, 1711, Brother ESTEBAN **Baudin** wrote to Father ANDRES SERRANO waiting in Palápag (DELGADO p. 125) that the expedition vessel had arrived in Lianga on Mindanao; he also reported on what had taken place. Soon afterwards, SERRANO traveled to the governor in Manila to equip and send out a rescue expedition. But this was not possible as quickly as SERRANO had hoped.

On June 17, 1711, the Santisima Trinidad—as mentioned above on p. 35—had arrived in Cavite, and on June 30, the letters of the governor together with the report and chart 3 of the First Pilot were dispatched. The subsequent letter of the governor to the King about this matter was only dispatched on June 25, 1712, that is, one year later.

It is only natural that the Jesuits and the government

would desperately want to learn the fate of those lost, and to carry on with their discoveries. The letter from June 25, 1712 says that on October 15, 1711, the Santisima Trinidad[121] had put out to sea from Cavite but soon afterwards, on October 18, was lost in a storm near Mindoro, 35 Spanish miles off Manila (in the sea of Marinduqué). Only two men washed ashore: a sailor who held on to the binnacle (Spanish bitácora) in Tayabas, and another one at the island of Marinduqué. The Jesuit Fathers ANDRES SERRANO and IGNACIO CRESPO, as well as the Brother ESTEBAN BAUDIN, who once again had accompanied them, drowned.

Another ship that the local governor had dispatched to search for the Palaos but which remained equally unsuccessful arrived from the Mariana Islands, probably with FR. GERARDUS BOUVENS on board.

On its return voyage from Mexico, the galley Nuestra Señora del Rosario, after making a port call at Guam, searched for these islands but only discovered four small isles, probably Ngulu.

(1712)

Thus, the governor **Lizarraga**, as per his letter from June 25, 1712, ordered Don BERNARDO**deEgui y Zabalaga**,[122] who was both Chief Pilot and Captain of the patache Sto Domingo,

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Relacion

de la Tornabuelta de Marianas del Patache Santo Domingo q[ue] pasó al reconocer la[s] Islas de Panlog y San Andres.

Sauado 30 de Henero de 1712 como a las 10 y media del dia salio el Patache Sto Domingo del Puerto de Merizo en la isla de Guahan, y auiendo nauegado 25 leguas al oeste, segun la estimatiba del Piloto maior y cauo, capitan D. Bernardo de Egui y Zabalaga, puso la proa al sur para disminuir altura, al qual rumbo se nauegó hasta el sauado 6 de Febrero a mediodia, que se descubrio tierra por la proa, y a poco rato *se vieron* hasta ocho Islitas pequeñas; acercóse mas el Patache a ellas, y se mantubo aquella primera noche a barlobento de todas. La mañana siguiente, luego que aclaró el dia, se contaron desde el tope 28 Yslas, todas ellas tierra muy rassa, y la maior no llega a tener dos leguas de bogeo; pero con ser tierra tan rasa, esta muy poblada de grandes cocales. Luego que los moradores de d[ic]has Islas vieron cerca el Patache (que estaria como media legua de una ysla q[ue] parecia la maior)

to sail to Guam and to discover »the remaining Palaos« on its return journey. In February 1712, he indeed found some 20 small islets and islands, apart from the large island of Pan Lox, which apparently had already been discovered in 1710. From both he is said to have brought along a native. Those two islands on which the Fathers had remained were also said to have been discovered. The following report seems to have been attached to the letter.

The ship first discovered the Ulúlssi (Mógemog) archipelago, and then Palau and Sóngosor (Sonsorol).

Account

of the return voyage of the vessel Santo Domingo, which undertook the exploration of the islands of Panlog and San Andres from the Mariana Islands.

(1712)

On Saturday, the 30th of January 1712, at about 10:30 a.m, the ship Sto. Domingo left the port of Merizo on the island of Guahan and after—as estimated by the Chief Pilot and Commander, the Lt. Col. D. Bernardo de Egui y Zabalaga—sailing 25 miles westward, turned S in order to decrease latitude. Holding this bearing, it sailed until midday of Saturday, February 6, when land was noticed ahead of the bow. Soon thereafter, up to eight small islands came into view; the ship approached them more closelyand during the night remained at their windward side. On the following morning at daybreak, one could spot from the top mast 28 islands, all of them flat, and the largest not more than 2 miles in circumference; although the land is very flat, it is densely populated with coconut palms. The moment the inhabitants of these islands noticed the vessel close by (it was perhaps around ½ miles away from the island which appeared to be the largest), many of them approached

fueron muchos a el en sus embarcaciones; llegaron cerca, y antes de arrimarse al Patache estubieron parados con su[s] velas arriadas; y auiendo reconocido el navio y la gente de el [que] les hacia señas para que llegassen, mostrandoles varios generos de ropa, se arrimaron por la banda de barlobento tres de d[ic]has embarcaciones a las quales siguieron otras muchas.

Decianles que subiessen al nauio; pero respondieron por señas que si bajaba uno de los n[uest]ros a sus embarcaciones, subirian ellos a la n[uest]ra. Vaxó luego uno de los del Patache, y immediatamente se arroxaron al mar hasta 16 o 18 de ellos y subieron al alcazar del nauio. A todos ellos mando el cap[ita]n y cauo agasajar con algunas cosas de comer y algunos clauos de hierro que es lo que mas ellos estiman; tambien se les dio algun vino para que tomandose de el quedassen algunos en el Patache; pero no tubo efecto mas que en el viejo que a venido, y aunque se pudiera por Violencia hacer quedar algunos mozos, no quiso el cabo que se les hiciesse por no exasperarlos. El dia siguiente, 10 de d[icho] mes de Febrero, nauegando el Patache cerca de d[ic]has islas la buelta del sur, salio de una de ellas una banca, la qual llegó a alcanzarnos como a la una del dia; luego arrio su vela y se arrimó al nauio, pero pidieron siete Indios que auia en ella que vaxasse uno a su banca, para que ellos subiessen al nauio como se les decia. Vajó el mismo que el dia antecedente, y con un cauo que de abordo le echaron, amarro la banca y luego subieron los Indios a n[uest]ro bordo a cambiar sus paños texidos de yerbas y pintados[1] de varios colores y labores, y algunos ceñidores de coco y piedrecillas labrad*as*, como lo auian hecho el dia antes. Tenia ydeado el Cauo coger uno o dos mozos y largar el Viejo que auia quedado el dia antecedente abordo, para lo qual mandó que la lancha que estaba a la banda de babor, pasasse a la de estribor a *j*untarse con la banca. Pero assi que lo aduirtieron, se echaron al mar los que estaban en el Patache y fueron a desamarrar su banca: el n[uest]ro q[ue] estaba en ella defendia su amarra. Y al mismo tiempo ynconsideradamente uno de n[uest]ro bordo desparó una escopeta, con lo qual espantados mucho mas se fueron todos a soltar la amarra; diole uno de ellos un rempujon al n[uest]ro que la guardaba, con que le echó al mar adonde otro de los Yndios le dio un golpe con la esquina de uno de sus remos que le partio la cabeza. Los Marineros viendo tan mal herido a su compañero, precipitadamente echaron mano a las armas y dispararon 6 o 8 escopetas, de los quales tiros hicieron efectos tres; uno de ellos fue en un muchacho de hasta 12 años de edad, a lo que parecia, los otros dos fueron en dos Indios hombres ya de edad. Con el espanto de las armas (para ellos cosa mui nueba) quedaron pasmados cerca del Patache, y aduirtiendo el

it in their boats and drew near, but then stopped striking their sails before tying up the ship. After beholding the ship while its crew signaled them to come near and showed them all sorts of cloth, three boats docked at the ship's windward side and were soon followed by many others. | They were told to come aboard the ship, but signified through gestures that they would only climb onto the ship if one of our men would come down into their vessels. Thereupon, one crew member climbed down and all at once 16 to 18 of them got into the water and climbed onto the afterdeck of our ship. The Captain and Commander ordered all of them to be presented with some food and several iron nails, which they appreciated the most; he likewise gave them some wine, for if they would drink of it, some might want to remain on the ship; but he was only successful with an old man who came along, and even if one could have made some young man stay by force, the Commander did not want to do so in order not to irritate them. On the following day, the 10th of the same month of February, as the ship sailed south of said islands, a boat pushed off one of them and reached us at about 1 o'clock in the afternoon; it lowered its sails and docked at the ship, but the 7 Indians in it demanded that one of us come down to their boat in order for them to come aboard, as they were told. The same sailor climbed down and, with a rope that was thrown to him from the board of the ship, secured the boat, whereupon the Indians came onboard to barter their fabrics woven from plant fibers and painted with different colors and patterns,[123] as well as loin cloths made from coconut and small wrought stones (piedrecillas labradas), like they had done the previous day. The Commander intended to capture one or two young men and to surrender the old man who had remained on the ship the day before, for which purpose he ordered the sloop, which was located at board side, to be moved to starboard next to the Indian boat. As soon as those who were on the ship noticed this, they jumped into the sea to unmoor the boat on which our crew member was keeping guard on the rope. At the same time, one of us fired inadvertently a musket, and even more terrified by it, together they attempted to untie the rope; one of them pushed our man who had been watching over it into the sea, where another Indian hit him with the edge of one of his oars, splitting open his head. When the sailors saw their comrade being severely wounded, they quickly grabbed their weapons and fired 6 or 8 shots with their muskets, 3 of which hit their target; one seemingly hit a boy of about 12 years, while the other two struck 2 Indians who were grownmen. Frozen in terror at the sight of our weapons (something entirely new for them), they remained close to the ship,

cauo que no lebantaban su arbol ni mareaban su vela, mandó esquifar su lancha y que fuesse en seguim[i]ento de d[ic]hos Indios, los quales, luego que la vieron ir, se animaron los que no estaban heridos, y mareando su vela se pusieron en fuga y no fue posible darles alcance.

Son estos Indios de buena disposicion, por lo general altos y gruesos de cuerpo; unos tienen el pelo amulatado, otros largo y lacio como Judios, y todos se lo amarran atras con gallardia y se dexan crecer la barba mui larga y poblada. Los naturales (sino lo fingian) son mui alegres, y desde que llegaron la primera vez al Patache, nos hizieron grandes instancias a que fuessemos a tierra. Están estas Islas en 10 grados de Latitud voreal y 13 grados . . .[1] minutos de Longitud al Leste del Cauo del espiritu Santo.[2]

Hauiendo sucedido la desgracia d[ic]ha, no hizo el cauo del Patache mas diligencia por mantenerse en d[ic]has Yslas, ni buscar surgidero en ellas, como antes se auia pretendido, y assi aproandose al sur nauegó hasta ponerse en 7 grados 30 minutos de Latitud, paralelo de la Isla de Panlog, y por esta altura andubo hasta el dia 15 de d[ic]ho mes de Febrero, que a las 7 de la mañana se descubrio tierra por la proa, la qual es alta y mui montuosa. Luego que se vio d[ic]ha tierra, orzó el nauio para montarla por la banda del norte, y auiendo llegado cerca de la punta *de* mediodia (donde se obserbó el sol) y reconociendo que de tres Islotes[3] ó peñascos que hay en d[ic]ha punta salia un baxo, subio el Piloto maior al tope, desde donde reconocio que d[ic]ho baxo salia acia el norte mas de una legua, y se tendia lo ancho de el a Oeste mas de dos leguas. Por lo qual no[s] vimos imposib[i]litados de montar d[ic]ho baxo, por el recio nordeste q[ue] corria y nos arrimaba demasiado a tierra, y nos obligo a virar con presteza para ir costeando, y montarla por la banda del Sur. A este tiempo vimos, que iban saliendo de la Isla unas 10 o 12 embarcaciones que venian acia nosotros; pero como vieron que ybamos saliendo algo mas afuera, algunas de ellas desistieron de su yntento y se voluieron. Como a las 4 de la tarde llego â darnos alcance una, y hauiendo[se]le echado un cauo para que se assiessen del y amarrassen la embarcacion, lo tomaron y dieron una buelta falsa con el a un palo ó assiento, y empezaron à hacernos señas que fuessemos a su ysla; pero no quisieron subir al nauio por mas instancias que les hicieron.

and when the Commander noticed that they neither attempted to raise their mast nor hoist their sail, he ordered that the slope be readies for the pursuit of said Indians. As soon as they saw the sloop putting out, those who were not wounded picked themselves up, hoisted their sail, and took flight, and it became impossible to catch up with them.

The Indians are well built, by and large tall and of large girth; some have hair similar to those of the Mulattos, others long and plain hair like Jews; all of them tie it fast at the back and allow their beards to grow very long and thick. If they don't play-act, they are very cheerful; from the time when they came aboard the ship for the first time, they pleaded with us to go ashore. The islands are located at 10˚ latitude north and 13˚ ?′ longitude east[124] off Cape Espíritu Santo.[125]

After the aforementioned misfortune, the Commander had no more interest in staying at these islands, or in searching for a port as it was previously intended, and by setting a course to the south, he sailed up until he reached 7˚ 30′ latitude, the parallel of the latitude of the island of Panlog, where he remained until the 15th of said month of February, on which date at 7 o'clock in the morning, he sighted land ahead of the bow that was high and mountainous. Once the island came into sight, the ship turned left in order to reach its northern side, and as he came close to the southern tip (where the sun could be observed) and noticed that a shallow protruded from 3 islands or rocks, the Chief Pilot climbed up the top mast, and from there he determined that this shallow extended more than one mile to the north and, as regards its width, more than 2 miles to the west. For this reason, we were unable to sail around the shallow while astrong NE wind drove us landward, forcing us to change course at once in order to sail along the coast and gain its southern side. At this time, we noticed 10 to 12 vessels putting out to sea and approaching us. When they, however, saw that we moving further away, some of them abandoned their undertaking and turned around. Around 4 o'clock in the afternoon, one boat reached us, and as a rope was flung down to it for the natives to hold on to, they grabbed it but wrongly wrapped it around a pole or seat board (palo ó assiento) while beginning to make signs for us to follow them; even though we urgently prompted them, they did not want to board the ship.

Assi estubieron un buen rato, mirando con mucha atencion el nauio, hasta que cansados de aguantar su embarcacion amarrada y los grandes mares que auia, se desamarraron y fueron p[ar]a su Ysla. Dentro de breue rato llego otra banca y auiendo[se]le tambien dado cauo con que se amarrasse, lo reciuieron los Indios y dieron otra buelta falsa como los otros, aunque estos se arrimaron al Patache con alguna mas confianza; pero no quisieron subir al nauio aunque fueron instados, y desde abajo tiraban algunas raices y ceñidores *de* piedrecillas y cocos labrados, a que les correspondieron los nuestros con algunos clauos, genero mui precioso para ellos; dioseles algun bizcocho, que ellos examinaban mucho antes de comerlo, mostrando algun recelo. *E*n esto largaron su amarra y se quedaban ya por *n*[uest]ra popa, quando vieron que otra banca a toda diligencia se acercaba a nosotros, y auiendo llegado cerca de ellos, ablaro[n] con los que venian de nuebo, y cambiando su vela, se voluieron otra uez al Patache, conduciendo a la otra banca, y quizà mouidos del interes de si podian adquirir algunos clauos mas. De esta ultima banca subieron al nauio dos Indios, vno como de 28 à *30* años de edad, robusto y bien dispuesto, otro un mancebo como de 16 a 18 años de edad, cascado de pies a caueza, vizco y feo (como lo son casi todo[s] los de esta Isla). A estos dieron algunos clauos, un cuchillo a cada uno, y dulce, vizcocho y vino, lo qual tomaron, y ya yban à echarse al mar, quando fueron asidos, cada uno de 6 hombres de los n[uest]ros, que bien fueron menester, especialmente con el maior, [para] sugetar sus grandes fuerzas. Baxaronlos abajo del alcazar y amarraron al maior manos y pies, porque no auia modo de sugetarlo. Los otros que estaban en las bancas, viendo lo que pasaba, se apartaron luego del Patache, y por la popa daban grandes gritos y golpeaban sus cuerpos contra las mismas bancas, mostrando el sentimiento que tenian de hauer perdido a sus dos compañeros, los quales daban no menores voces que aturdian a quantos auia en el Patache, haciendo señas que les auian de cortar la caueza, y no auia forma de disuadirselo, por mas que se le[s] decia que no cortabamos Cauezas ni comiamos carne humana como pareze que lo hacen ellos. Despues para asegurarlos los pusieron de pies en el cepo, y toda aquella noche no durmieron nada, por el gran miedo que tenian de que les auian de quitar la vida.

El Patache se mantubo frente del medio de la Isla y la mañana siguiente se acercò mas a la tierra para irla costeando. Como a las 7 del dia salio un marinero del timon

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They stayed for a good while, watching the ship with great interest until, tired of keeping the vessel steady against rough seas; they unmoored their boat and returned to their island. Shortly thereafter, another boat arrived and was equally thrown a rope. To secure themselves, the Indians took the rope but, like the others before them, turned it inthe wrong direction, even though they approached the ship with greater trust. Despite our urgent requests, they refused to board the ship, but threw onto it from below some roots, loin cloths made of small wrought stones, and coconuts, while our men gave them a few nails which for them are a very precious commodity. They were also presented with some ship's biscuit, which they carefully examined with noticeable mistrust before eating it. In the meantime, they had let go of the rope and had already reached our stern when they noticed that yet another boat was approaching us in great haste. As soon as it came close, they spoke to the new arrivals and, turning their sail, returned once more to the ship while accompanying the other boat, perhaps motivated by the intention to obtain a few more nails. 2 Indians from the other boat boarded the ship, one about 28 to 30 years of age, sturdy and well-built, the other a young man of about 16 to 18 years of age, from head to toe covered with cascas,[126] cross-eyed and hideous (like almost all natives of these islands). They were given some nails, each a knife, sweets, ship's biscuit and wine, which they took. Just as they were about to jump into the water, they were seized, each one by 6 of our men as it was necessary, especially in the case of the older man, to overcome his strength. They were brought down from the afterdeck, and the hands and feet of the older man were tied since he could not be restrained otherwise. When the others who had remained in the boat saw what took place, they moved away from the ship, raised a hue and cry at the stern, and ran their bodies against their boats in order to show their pain of having lost two of their companions, who themselves did not cry less loud, deafening the men on the ship and gesticulating that they would be beheaded. As often as it was repeated, it remained futile to persuade them that we neither behead nor eat humans, like they seem to do. Afterwards, in order to be sure of them, they were put standing into the stocks, and, for fear of their lives, were unable to sleep all night. | The ship remained across from the midsection of the island and in the following morning drew nearer to land in order to sail along its coast. Around 7 o'clock in the morning, a sailor left the helm and unwisely turned

y con poca cordura se llegò al Indio maior y le hizo señas de que le auian de quitar la caueza, de lo qual se enfurezio tanto, que pasando por junto a el un muchacho con dos volos ò machetes para partir unos cocos, juzgando que eran para su sacrificio, le dio un rempujon y se los quitò; el uno puso debajo de si, y con el otro en la mano empezo a jugar contra todos. Llegóse uno a quererselo quitar y le dio un recio golpe en una pierna; luego empezò a cortar el cepo: por lo qual fue preciso darle con un espeque ò garrote en los brazos, con que lo largò de la mano.

A este tiempo ybamos costeando su ysla, y para uer si decia alguna cosa particular, sacaron del cepo al Indio mas mozo que parecia estaba con gran confussion y miedo viendo lo que auia pasado con su compañero. Este pues dijo por señas q[ue] en algunas Islitas que se yban descubriendo *ju*nto a la grande comian carne humana y tenian guerra[1] con los de su Isla, y los de otras Yslitas mas al sur[2] pero tambien immediatas a la Isla grande eran buena gente y amigos suyos. Pasado todo esto, el Indio que estaba en el cepo empezò a llorar y hacer señas que lo sacassen: el cauo no queria, pero hubo algunos que le hizieron tantas instancias diciendo que ya estaba manso y arrepentido, que contra toda su voluntad lo mandò sacar del cepo y vestirlo. El empezò a fingir estaba gustoso para mejor executar el mal intento q[ue] tenia, como lo hizo aquella tarde, como a las cinco y media, que auiendo ydo al bordo del Patache, se quitò los calzones y se arrojò al mar. Y apartado de d[ic]ho Patache como 6 ò 8 brazas, se voluio a la gente que le miraba y les hizo señas que le[s] fuessen a quitar la caueza, y esto hecho, empezò a nadar contra mares y vientos mui recios acia donde le demoraba la tierra (de la qual estabamos apartados mas de 10 leguas). Virò el Patache en demanda suia, pero obscureciò la noche y no fue posible verlo.

La mañana sig[uien]te su compañero, quando le echò menos, empezò a dar grandes muestras de sentimiento y hubiera executado lo mismo que el otro de echarse al mar desesperadamente, sino que se aduirtiò y lo pusieron otra vez en el cepo, con q[ue] mudo de dictamen[3]. Està esta Ysla la punta que mira al norte en 7 grados 47 [?]

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toward the older Indian while making signs that he would be beheaded, which enraged him to such a degree that when a lad with 2 machetes[127] for splitting coconuts passed him by, he pushed the boy and wrenched them from him in the belief that he would be killed with them; he put one on the ground and brandished the other. He struck one man who came along to take it from him and inflicted a deep wound on his leg. Afterwards, he began to cut apart the stocks which made it necessary to hit him with a lever or bludgeon on his arms, whereupon he let go of the machete. | At that time, we sailed along the coast of his island, and in order to see if he would say something remarkable, the younger Indian, who apparently witnessed with great confusion and distress what happened to his companion, was released from the stocks. Through signs, he communicated that on some of the smaller islands, which were discovered next to the large one, human flesh was devoured, and that they [the inhabitants of these islands] were at war with the large one,[128] while, on the contrary, the inhabitants of the other small islands more to the S,[129] but also those in the direct vicinity of the larger island, were good people and their friends. As this took place, the Indian that was in the stocks began to cry and to make signs for him to be released; although the Commander refused, some coaxed him by saying that he was already pacified and contrite, so that, against his will, the Commander released him from the stocks and allowed him to get dressed. The Indian began to feign satisfaction with the aim of carrying out his evil intention even better, which indeed he did that very afternoon at about 5 $^{1}/_{2}{}^{h}$; because he had come ontothe board the vessel, took off his trousers and jumped into the sea. As he was about 6 to 8 brazas[130] away from the ship, he turned toward the people who looked at him and made gestures that they would be beheaded, after which he began to swim against strong waves and winds towards land, which was at a distance of about 10 miles from us. When the ship turned around to give him chase, night fell, and he could not be seen anymore. | Missing him the following morning, his companion began to show a great deal of sadness and would have done like the other, i.e., hurl himself into the sea in sheer desperation, if it had not been noticed. He was put into the stocks once more, upon which he changed his attitude.[131] The island, pointing with its tip toward N, is located

minutos de latitud voreal y 8 grados 45 [?] minutos de longitud al Leste del Cauo del Espiritu Santo, y tendrà de largo lo mas de 15 a 16 leguas. Junto a ella por la parte

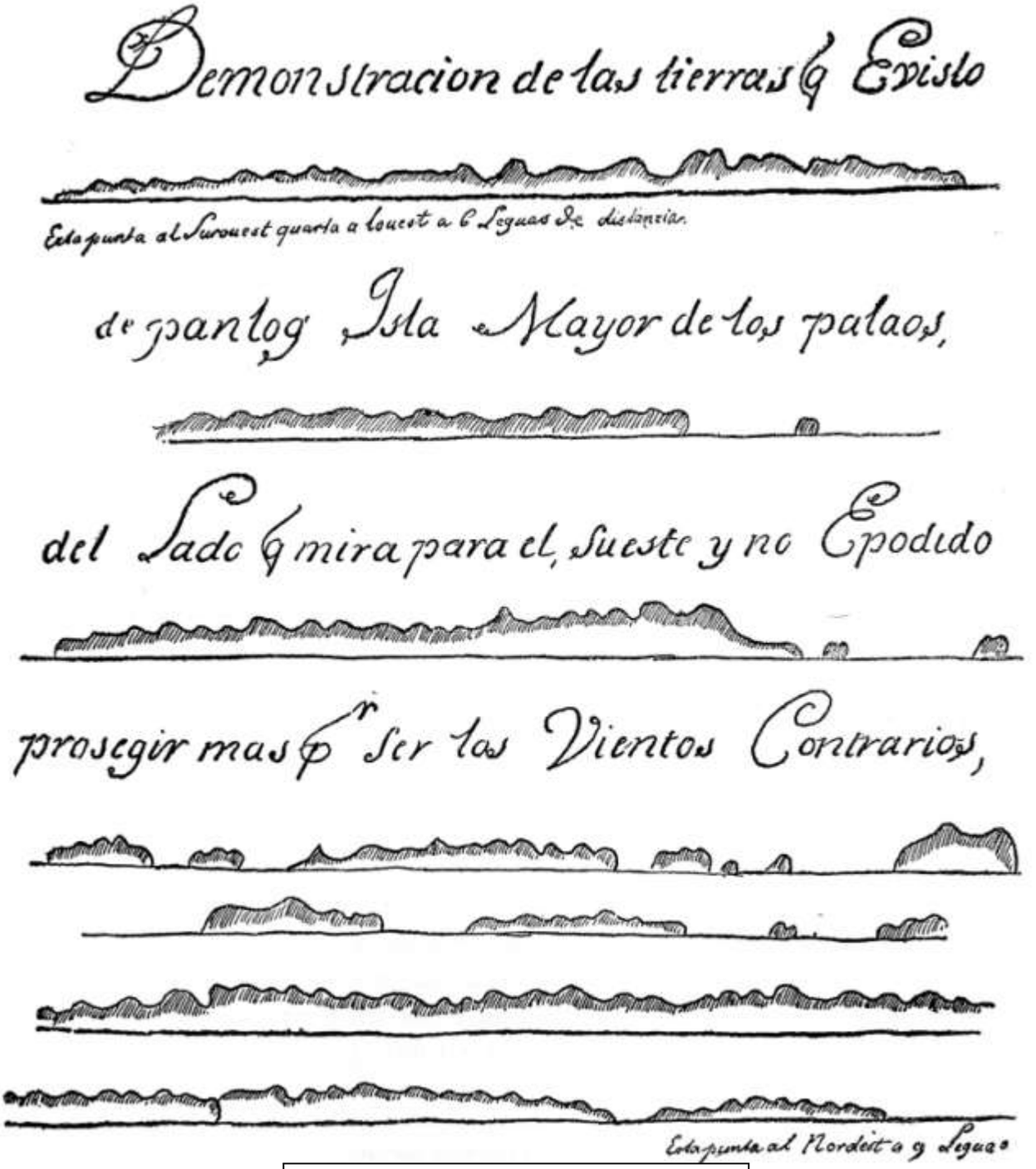


Fig. 5.(Description pp. 100—102.)

que mira al sur se contaron otras 14 Islitas, todas ellas peñascosas y que hacen estrechos en que no pueden dexar de ser mui rapidas las corrientes, y por estas y los bajos que las cercan dificil el nauegar entre ellas.

En la grande reconocio desde el tòpe el Piloto acompañado, que en la parte

(1712)

at 7° 47[?]′ latitude north and 8° 45[?]′ longitude east from Cape Espíritu Santo and might not be longer than 15 to 16 miles. Nearby, at the side pointing S, one reckons 14 islands, all of which are rocky, forming a narrow strait in which the currents are surely powerful, and because of these and the shallows around these [islands] it is

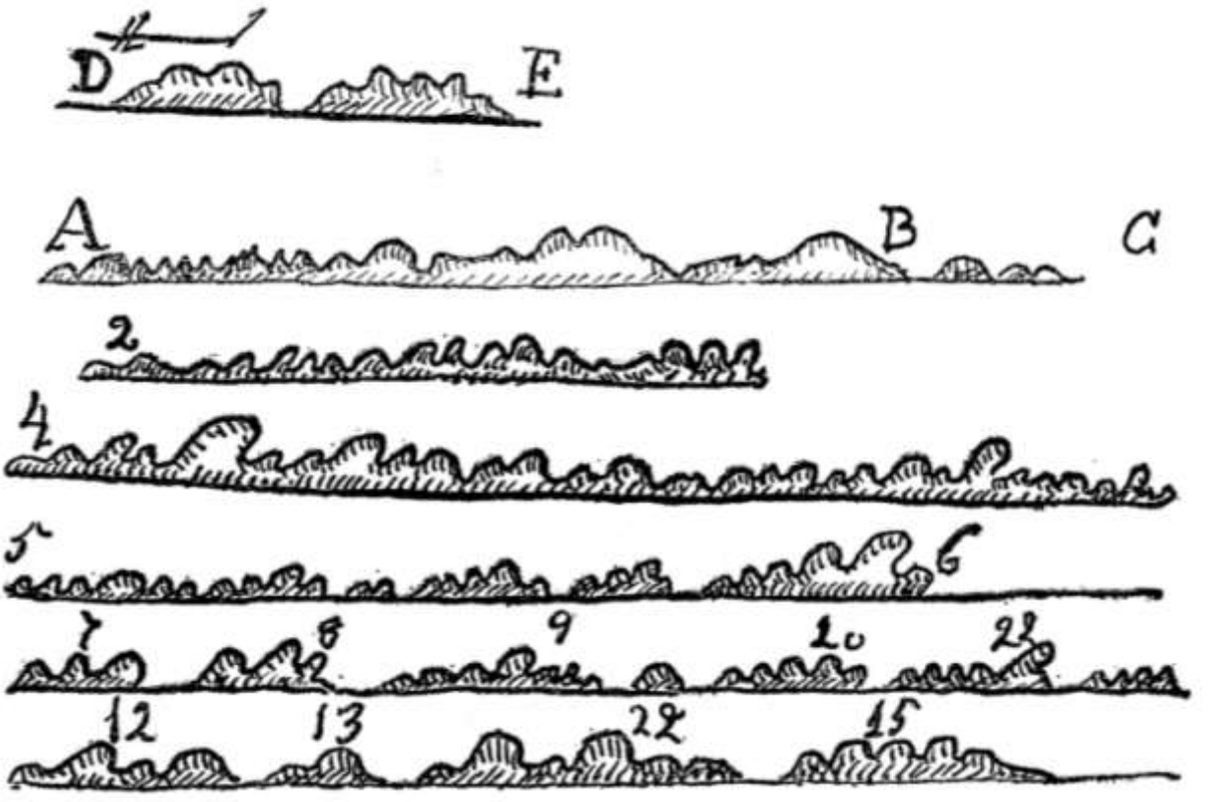


Fig. 6.

Description p. 97—102; see also map 2 and 3. From A to the right is probably the narrow jagged rig of the Gogeál Ngarduâis (chart 3° 21′—22′). The twin-mountain right of center would be Roismlungui (31′) at the west coast which, as highest mountain, is visible for miles around, B the Galeós Mountain at the northern tip of Babldaob, [and] towards C, the two islands of Ngarekeklâu and the twin-peaked Ngaregúr. D connects with A; D---E should be thought of southwards, in direction of the southern Gogeál. Toward the south one has to imagine the sequence of numbers in this way: E to 2, 2—1 (see 3rd and 4th line, right end, probably = 1st and 3rd), (3 to 1), 3—4 (4 to 5), 5—6; 6—15 [are] the islands of the Olopetapel lagoon.

difficult to sail within between them.

At the side pointing SE of the large island, the Second Pilot noticed from the topmast two rather spacious coves.[132] At these islands,

q[ue] mira al sueste ay dos ensenadas bastantem[en]te capaces[1]. Desde estas Islas se puso la proa al sur hasta llegar a 5 grados 38 [?] minutos de Latitud, paralelo de las Islitas de S[a]n Andres, a la qual altura llegamos el dia 15 [?] de d[ic]ho mes de Febrero a mediodia y por ella nauegamos hasta el dia 19 que a las tres de la tarde en medio de una gran cerrazon de nublados y llubia se descubrio tierra, y auiendonos acercado a ella por su barlobento, reconocieron los Pilotos ser las di[c]has Islas de S. Andres. Como a las cinco de la tarde llegamos a pasar por distancia de ellas como de un[a] legua, con poca diferencia, y porque ya era tarde para llegarnos a buscar puerto en ellas aquel dia, dimos un bordo al norueste hasta la media noche con intento de mantenernos a barlobento. De la media noche para el dia fuimos de otro bordo con la proa al sueste en demanda de d[ic]has Islas: pero la mucha fuerza de corrientes y el abatimiento que el nauio tenia con el recio nordeste nos sotabentaron tanto, q[ue] aunque proseguimos con el d[ic]ho bordo hasta mediodia, no pudimos ver tales Islas, lo qual causò en todos graue sentimiento, por ver q[ue] no podiamos lograr noticias de los Padres y sus compañeros, y mas auiendo obseruado, que con auer llegado tan cerca de d[ic]has Islas, no vimos embarcacion ninguna, ni un fuego, ni otra señal de que hubiesse alli gente, siendo *caso* que en todas las otras partes luego que nos descubrian, salian embarcaciones y hacian fuegos en varias partes. Están estas Islas en 5 grados 18[28?] minutos de Latitud voreal y 7 grados 5 minutos de Longitud al Leste del Cauo de Espiritu Santo. La maior parece q[ue] no alcanza a 3 leguas de Vogeo, y la menor tendra lo mas vna legua de vogeo; estan apartadas una de otra como un quarto de legua. Viendose pues el Piloto m[aior] ymposib[i]litado de coger d[ic]has Islas, se puso en camino para el cauo de Espiritu Santo el dia 20 de Febrero a mediodia, y auiendo nauegado hasta el dia 27 de [dic]ho mes, como a las seis y media de la mañana, se descubrio tierra, la qual algunos juzgaron ser el cauo del Espiritu Santo, pero era la contracosta de la Punta de Guiguan. Dimos un bordo la mar afuera hasta mediodia, y auiendo virado despues hacia tierra, llegamos como a las cinco de la tarde dos leguas a sotabento de donde auiamos dado el bordo. Voluio el Piloto a dar otro bordo y salio de una vez al mar para hacer diligencia de ganar barlobento y embocar para S. Berna[r]dino, pero no fue posible; porque aunque andubimos siete dias haciendo todo lo que se pudo, el dia 4 de Marzo como a las tres de la mañana nos hallamos barados en una Islita[2] que esta como 3 leguas mas afuera de la Punta de Guiguan, de lo qual fue causa el no estar d[ic]ha Isla puesta en las cartas, y la mucha fuerza de corrientes q[ue] ay en aquellos parages. Alli estubimos haciendo alguna aguada y cogiendo algunos cocos hasta el dia 12 de d[ic]ho mes q[ue] salimos para pasar por el estrecho de Iuanico, por ser imposible respecto de los vientos q[ue] auia el embocar por S[a]n Berna[r]dino.

(1712)

the bow was turned southwards until we reached 5˚ 38[?]′ latitude, the parallel of the latitude of the San Andres Islands; we reached this latitude on the 15th [?] of the month of February and sailed on the same course until the 19th, when at 3 o'clock in the afternoon, just as it turned dark and during heavy rainfall, land was sighted that, as we drew near to the windward side, the pilots recognized as said S. Andres Islands. We passed them at about 5 o'clock in the afternoon at a distance of about 1 mile, and since it was already too late to reach them during the day and to search for a harbor, we steered until midnight toward NW with a view of staying windward. From midnight until daybreak, we sailed with another course and steered SE in order to reach said islands, but the strength of the current and drift that the vessel encountered under a strong NE wind, despite holding said bearing until noon, moved us windward so that the islands did not come into sight; it caused us great sadness not to be able to obtain any information about the Fathers and their companions, all the more since we noticed that although we came this close to said islands, no vessel or fire or any sign of people on the island could be detected, while anywhere else, when we were noticed, boats put off and fires were lit in different places. The islands are located at 5˚ 18 [28?]′ latitude north and 7˚ 5′ longitude east from Cape Espíritu Santo. The circumference of the larger one is less than 3 miles, and the perimeter of the smaller one is at most 1 mile; they are apart from each other by ¼ mile. When the First Pilot came to realize the impossibility of reaching said islands, he left for Cape Espíritu Santo on February 20 of the same month. After he held this course until the 27th of the same month, at 6 ½h in the morning, land was sighted, which some believed to be Cape Espíritu Santo, while it was the coast across from the headland of Guiguan. Up until noontime we headed for the open sea, thereafter turning towards land and at about 5 o'clock in the afternoon arrived at about 2 miles from the location where we had turned the ship around on the lee side. The pilot turned once more and put out to sea in order to make arrangements to make for the lee side and to come into S. Bernardino, which, however, was impossible since, although for seven days we did everything possible, on March 4, at 3 o'clock in the morning, we ran aground near a small island that is located about 3 miles outside the headland of Guiguan, for the reason that said island was not shown on the map, and because of the strength of the currents in this region. We remained there until the 12th of the same month, in the meantime taking on some water and collecting a few coconuts and then headed out to pass the strait of Juanico since running into the strait of San Bernardino was impossible due to prevailing winds.

While this report deals with adventures during the voyage, the following diary of the pilot features more nautical and geographical facts. I discovered this diary in Seville together with several scores that I add at the appropriate places in the original text. Unfortunately, the chart that was probably drawn at the same time is missing. Already the aforementioned reference in DELGADO (see fn. 2, p. 78) about some of the names of the islands of the Mogemog Archipelago shows that the intended accurate reporting could not do without a map. Furthermore, the original chart of Father CANTOVA (Fig. 7) shows the route

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Diario

que yo Don Bernardo de Egui y Zabalaga, Piloto mayor del Pattache nombrado Santo Domingo de Guzman en el nombre del Glorioso Patriarcha San Joseph hago de la salida de esta[s] Islas Philipinas para las Marianas, Yendo con el Real zituado de su magestad, para ellas y de torna viaje, a reconoser las Islas de Panlox y San Andres, con orden para ello del señor conde de Lizarraga Don Martin de Ursua y Arismendi, cauallero del orden de Santiago, Gouernador y Capitan General de estas Islas Philipinas y adelantado del Reyno de Itaa, por cuia disposicion sali con dicho cargo. Y se entiende dicho Diario en la forma siguiente.

V[iernes] 5 De Jullio a las cinco de la tarde nos lebamos del Pozo con el viento leste bonansible, gouernando al Uest norueste. Como cossa de legua y media de aqui puse en derrota a la boca chica de Mariveles, gouernando al Ueste quarta del sudueste, y como a las onze de la noche me halle desembocado por la banda del sur de la Monja al Uest sudueste; de aqui gouerne al Ueste quarta al sudueste, a enmararnos hasta el amaneser.

S[abado] 6 Amanecimos con el viento por el lesueste bonansa, con el Gouierno al sur y a sotaviento, por causa que el viento no daua mas lugar. — Hoserue el sol en diez grados onse minutos de latitud. Andube de distancia para mi derrota, treinta y nuebe minutos, por el arco de diez y ocho grados veinte y cinco minutos entre el sur y Ueste, con dicho viento de Arriua; diferençia en latitud, treinta y siete minutos, y en longitud, trese minutos. Y vengo á quedar en catorse de longitud, y por mi punto me hallaua bordeando con una Isla de mi carta, quando gritaron del tope »tierra« que a la verdad jusgue era esta. Nos fuimos asercando y se reconocieron hasta ocho Islitas. De Abajo se beya una Islita que nos demoraba al sur sudueste como cosa de cinco leguas, y por tener poco dia cambie de cauesa Al norte y fuy de esta Buelta hasta las diez de la Noche, con el viento lesnordeste galerno, y a estas oras cambie la cauesa al sueste al sur, y le doy este resguardo por lo que conoçido sobre estas Isletas corren las aguas al Ueste. —

D[omingo] 7 Amanecimos con el viento leste bonancible. Y biene a recalar por la mañana al medio de las Isletas, y me atraque a una de ellas como media legua. E[c]hamos el

of the Sto Domingo. There, between Guahan and Lumululutu (Mógemog), one can read: Route de Na BERN'D D'EGUI l'anne 1712. This chart is certainly not from D'EGUI but was drafted by CANTOVA according to specifications provided by the people of Mogemog who drifted ashore on Guam. Its origin is similar to that of chart in fig. 2. Therefore, CANTOVA's record of D'EGUI's voyage and the listing of the Palau Archipelago, with 3 islets at the northern tip and 15 south of the large island, point with certainty to a sketch map that existed in 1712, and which is now missing.

What follows is the diary of 1712;

Diary,

(1712, July**)**

which I, Don Bernardo de Egui y Zabalaga, Chief Pilot of the ship by the name of Santo Domingo de Guzman, in the name of the glorious patriarch Saint Joseph, keep, regarding the voyage from these Philippines Islands to the Mariana Islands (which, sailing there and back, I undertake on account of H. M. the King) for the purpose of exploring the islands of Panlox and San Andres, which took place at the behest of the Count of Lizarraga, Don Martin de Ursua y Arimendi, Knight of the Order of Santiago, Governor and Supreme Commander of these Philippine Islands, Vice Regent of the Kingdom of Itaa, by whose disposition I sailed under the aforementioned commission:

(Friday)

In July, at 5 o'clock in the afternoon, we weighed anchor in El Pozo, and under a gentle eastern wind headed WNW. About 1 ½ miles from there, I set a course toward the narrow gateway of Mariveles by steering W ¼ SW, passing it at around 11^{h} at night at a location south of La Monja in WSW; from there I steered W ¼ SW in order to reach the open sea at daybreak.

(Saturday)

At first light we sailed with gentle ESE winds heading south and running under lee, since the wind left us with no other choice. — I observed the sun at 10˚ 11′ latitude. At a distance of 39′ off my route, I sailed in a wide arc from 18˚ 25′ between S and W with the aforementioned wind; latitude difference was 37′ and longitude difference 13′. Having reached 14 latitude, my position was alongside an island, as my chart shows, one called from the top mast »land«, which I believed in fact to be this [island]. We drew close and sighted 8 islands. From below, one could see a small island ahead of us in SSW at a distance of about 5 miles, and since the day was ending, I turned toward N and in this direction sailed until 10 o'clock at night with a moderate ENE wind. At this hour, I turned, as a precautionary measure that I often resort to, from SE to S, since I noticed that the ocean currents at these islands run westwards.

(Sunday)

At daybreak, we experienced light E winds. In the morning, we had reached yet again the center of these islands and I approached one of them up to a distance of about

escandal[l]o y no hallamos fondo. De aqui se reconosieron hasta veinte y ocho Isletas y por la frente que nos hazercamos estan tendidas de punta lesueste y Uesnorueste en distançia de siete leguas, aunque en el medio hazen saco para dentro; ellas son muy razas y pobladas de Cocales y arboleda. Y a mi sentir, la que mas distançia tendra una legua corta, y de boxeo como dos leguas y media. Ymbie la lan*ch*a [a] tierra, prebenida de gente y armas, a una Isletilla que me parecio ser la mas comoda para surgir el navio, que biesen si allaban surgidero para que el Nauio pudiese llegar a dar fondo; y se boluieron de medio camino con disculpa que auia mareta y se hanegaban, por ser la lan*ch*a tan ruinissima. Se dexo de lograr el buscar surgidero; yo no me dispuse a buscarlo con el nauio, por no ser embar[ca]ción al proposito para estas diligençias; para lo qual hiz*e* la diligençia que refiero arriva, a*u*n que no siruio de nada. A este tiempo vinieron unas seis Banquillas de Indios barbones, y hauiendo[se a]serca*do* *a*l Nauio, no se querian atracar à vordo, por Instançias que les haciamos; nos dieron a entender, que uno de los nuestros fuese a sus Banquillas, quando inmediatamente uno de los nuestros se arrojo al agua y fue a sus Banquillas, quando ellos se arrojaron al agua los mas y fueron suviendo hasta dies y ocho o veinte á Bordo. Los agasajamos con dulse y otras cosillas. Y cambalachearon unos Zeñidores texidos de abaca y labrados medianamente, como tambien cambalacheaban unos sinchos compuestos de cuentecillas blancas de conchillas de la playa y otras quentecillas de concha de turtuga y de coco. Ella es gente muy tratable y dozil al pareser; no les vimos cosa de que se alimentasen; [son] desnudos, eseto tapadas sus partes, muy solisitos a qualquiera cossa de fierro.

Y al tiempo que se fueron muy contentos por el agasajo que hallaron en nosotros, de ningun modo se queria quedar alguno, la mayor causa porque no nos entendiamos si no era por señas. Me dispuse a dejar uno a bordo que estaua debajo de[l] Alcazar; beuio un traguito, y quando los demas se embarcaron, este no los vid*o*. Las Banquillas sestubieron manteniendo serca de abordo, gritando al que teniamos abordo, y visto que no parecia, se fueron para tierra; y al tiempo que se fueron nos abonanso el viento y cambie la cauesa al norueste quarta al nordeste y al nornordeste hasta las onze de la noche que volui a virar al sur con el viento lesueste muy bonanza. —

L[unes] 8 De Febrero. Amanesimos con el viento lesueste muy bonanza sobre la Isletilla de mas al norte. A medio dia hoserue el sol, lesueste *a l*este [?], con esta Isleta cassi en dies grados y doce minutos de latitud, quando vimos una Banquilla que venia a barlobento a nosotros con la confianza que si fueramos gente conosida, y sin hazer

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½ a mile. We cast the lead and did not reach bottom. From this location, one noticed up to 28 islets, which, at the side from which we drew near, in the direction of ESE to WNW, extended from one end to the other for seven miles, albeit having an inward depression at their center. They are very flat and populated with coconut palms and other trees. In my opinion, the island that is farthest away [from the neighboring island] is about one mile away and has a circumference of about 2 ½ miles. I sent the sloop, equipped with a crew and weapons, to shore at the island which I thought to be the most comfortable to drop anchor, in order to see if an anchorage for the ship could be found; however, they turned around halfway on the grounds that it was high tide and that they would drown since the sloop was in such bad shape. Thereupon the attempt to find a mooring place was abandoned since I was not inclined to search for it with the ship, since the vessel was not suitable for this kind of reconnaissance. This is why I had organized the aforementioned reconnaissance journey even though it remained unrewarding. At this point in time, 6 boats with bearded Indians approached but, having drawn close to the ship, despite our encouragement refused to come aboard. They intimated that one of us should enter their boats, and as one of us jumped into the water and climbed into their boats, most of them likewise leaped into the water and 18 to 20 came aboard the ship. We presented them with sweets and other trifles. They bartered some average-worked loin cloths made of abaca[133] fabric as well as several girdles put together with white chainlets made of sunset shells, along with other chainlets made of tortoise shell and coconuts. By all appearances, they are pleasant-natured and manageable people; we did not see any of their food; apart from their private parts, they are naked and desirous of all things made of iron. | Despite being satisfied by the good reception they were given by us, absolutely none wanted to stay with us for the main reason that, apart from signs, we could not communicate with one another. I decided to keep one native who stood on the afterdeck; he drank a little and did not see the others embark. The boats remained close to the ship and they called the one who had remained onboard. When he did not appear, they sailed towards land; at the time they left, a light wind came up and I turned NW ¼ NE and NNE until 11^{h} at night, when I veered round to the S with a very gentle ESE wind.

(Monday,8)

In February, at dawn, we headed with a slight ES.E wind toward the most northeastern island. At noon, I spotted the sun in ESE to E [?], together with this island roughly at 10° 12′ latitude, and by this time we saw a boat approaching us windward with such trustfulness as if we were ƀeen old acquaintances. Without much

muchos reparos se atraco á *Bor*do a cambalachear unos señidores texidos de Abaca medianamente labrados. Quisimos passar nuestra lancha a la banda de estribor a donde estaua la banquilla, y quando ellos vieron la lancha, se abisparon; quisieron desamarrarse y uno de los nuestros que estaua en la Banquilla les impidio. Ellos rezelaron que los querian coger, arrojaron al nuestro al agua y le dieron dos o tres palos en la caueza, aunque no fue cosa de cuidado; de a bordo se les disparo un pedrero que no hizo mella alguna.

Y ellos con los canaletes se desatracaron de a bordo, quando nuestra lancha ynmediatamente salio de a bordo esquifada, para cogerla. Por no ser *pren*didos, con un soplo de Viento que ubo, hizo su Velita la Banquilla y dexo a nuestra Lancha como a una posma[1] [?]. Son estas Banquillas al modo de las de Mariana[s], con poca diferençia. De adonde salio esta Banquilla tienen otra demarcación las Isletas; corren nornordeste susudueste, en distançia de nueue leguas, aunque no estan en cordillera: unas estan mas adentro y otras mas afuera. Estan en altura de nueue grados y treinta y dos minutos hasta dies grados y dies minutos, y de longitud de catorze grados hasta treze grados y quinze minutos. Lo mas de este dia *he*mos estado en calma; anochesimos con la caueza al nornordeste y al nordeste, casi calma. [Con] el poco Viento sueste de esta buelta estubimos hasta las dos de la mañana, que entro un poco de Viento por el lesnordeste, que cambiamos la caueza al sueste y al susueste quarta leste. —

M[artes] 9 Amanesimos con el Viento lesnordeste bonansible, unas cinco leguas al norueste de las Isletillas que anochezimos, y por lo que e Visto que hemos descaydo para el norueste; y aunque e nauegado de las dos de la mañana al dia al sueste y al susueste quarta leste, estoy que abra hecho el nauio el camino del sur para el sudueste. Hoserue el sol en dicho dia: dies grados y dies minutos de latitud. Y me hallo de la Isleta de mas al norte como quatro leguas al sur sudueste, y del parage de la hoseruación del dia sabado seis este mes me hallo como onze leguas para el ueste. Y ajustada mi cuenta desde el dia sabado, me hallo en treze grados y diez y seis minutos de longitud. Y al poner del sol apenas se beyan las Isletas Ultimas que estan al sursudueste, y despues que anochesio cambie la caueza al norueste hasta media noche, que bolbi á cambiar la caueza al sursueste con el Viento lesnordeste galernito.

M[iercoles] 10. Amanesimos con el Viento lesnordeste bonansible, caueza al sueste quarta al sur. No bimos mas las Isletas. Hozerue el sol en nueue grados y dies y seis minutos de latitud. Andube de distancia cinquenta y ocho minutos por el arco de veinte y un grado y veinte y seis minutos entre el sur y ueste, con el viento lesnordeste galerno, y emos gouernado esta singladura al sur surueste sueste quarta al sur y al sueste. Por lo mucho que se a conosido que descae el Nauio, diferençie en la latitud cinquenta y quatro minutos, y en longitud Veinte y un minutos; y ajustada mi quenta quedo en

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fuss it came near the ship in order to trade some average-made loin cloths made of abaca fabric. We wanted to reposition our sloop to starboard, where the boat was located, but when they noticed the sloop they became suspicious and wanted to cast off, but our man in the boat prevented them from doing so. Afraid of being captured, they pushed our crew member into the water and dealt him 2 or 3 blows on the head, which did not carry much weight. A stone shot was fired from board of the ship without causing any damage. | They pushed away from the ship with their oars while our sloop together with its crew immediately set out to catch up with [the boat]. In order to avoid capture, the boat set sail in a sudden squall and outpaced the sloop. . . . . In type, the boats are like those of the Mariana Islands, with minor differences. From the place where the boats came from, the islands appear to be located differently. They stretch nine miles into the direction NNE to SSW, although they are not positioned in a straight line; some retrogress [from the line], others protrude. They are located at the latitude of 9˚ 32′ to 10˚ 10′ under 14˚ to 13˚ 15′ latitude. For the most part of the day we were becalmed; at nightfall we headed NNE and NE in doldrums except for a slight SE breeze. We maintained this course until 2^{h} in the morning when a slight ENE wind came up, whereupon we turned SE and SSE ¼ E.

(Tuesday, 9)

At daybreak, with a light ENE wind, we were about 5 miles NW off the same islets that we had reached at the beginning of the night, from which I learned that we were driven off to NW. Althoughhe sailed from 2^{h} in the morning until daybreak with a SE and SSE ¼ E course, I believe that the ship was sailing toward S and SW. At said day, I spotted the sun: 10˚ 10′ latitude. My location was about 4 miles SSW of the most northern island and roughly 11 miles W off the location of my observation on Saturday, the 6^{th} of this month. After correcting my calculation since Saturday, my location was 13˚ 16′ latitude. At sunset, one could hardly see the last islands anymore, which are located SSW, and after nightfall, I turned NW until midnight, when, once again, I turned with moderate ENE winds toward SW.

(Wednesday, 10)

At daybreak, I sailed with an ENE breeze toward SE ¼ S. The islands had moved out of sight. I spotted the sun at 9˚ 16′ latitude. At a distance of 58′, I sailed in an arc of 21˚ 26′ between S and W, with a moderate ENE wind, and on this day we steered SSW, SE ¼ S and SE. Because of the perceptible significant drift of the ship, I noticed a latitude difference of 54′ and a longitude difference of 21′. Upon correcting

doze grados cinquenta y cinco minutos de longitud, y boy baxando altura hasta siete grados y treinta minutos que me hordena la Instrucçión. Y despues que anochesio cambie la caueza al norte con el trinquete amurado y la gauia sobre el soco hasta media noche que cambie la caueza al sursueste, que la doy este resguardo por lo mucho que el nauio decae; y las aguas corren para el ueste; y con el dia largue todo el paño con el Viento por el nordeste. Esta mañana marqué el sol: apartado de leste para el sueste, dies grados y treinta minutos; tenia de amplitud ortiba catorze grados y treinta y seis minutos; beo que n[uestra] d[iferenci]a: quatro grados y seis minutos. —

10g[rad]os 30
14 — 36
04 — 06
n[uestra]
d[iferenci]a

J[ueves] 11 Amanesimos con el Viento por el nordeste algo fresquito. Hoserue el sol en ocho grados y treinta y cinco minutos de latitud; andube de distançia quarenta y un minutos, camino del sur; por mi hoseruación diferencie en latitud quarenta y un minutos, y Vengo a quedar en la misma longitud de ayer, dose grados cinquenta y cinco minutos. Y despues de anochezido cambie la caueza al norueste quarta norueste, y al norueste, porque el Viento no daba mas lugar, hasta media noche que cambie la caueza al sueste, para ser nuestro camino del sur con el Viento nordeste algo fresco. —

V[iernes] 12 Amanecimos con el Viento nornordeste algo fresco, y con el dia Mareamos nuestro paño, con la proa al sursurueste. Y para llegar al paralelo de siete grados y treinta minutos me faltan sesenta y cinco minutos, por la hoseruación de ayer, y por la corredera tengo a[n]dados a las dies del dia sesenta y ocho minutos, a mi sentir, camino del sur. A estas oras puse en derrota al ueste, las Giñadas para el sudueste, en el nombre del Glorioso San Ignacio de Loyola, en demanda de la Isla de Panlox. Hoserue el sol en siete grados y veinte y tres minutos de latitud; aqui mande gouernar al Ueste, las guiñadas por ygual. Para aumentar los siete minutos con el Viento nornordeste y nordeste fresco, e andado de distancia, quando puse a esta derrota, setenta y dos minutos camino del sur; e diferenciado en altura setenta y dos minutos; bengo a quedar en dose grados cinquenta y cinco minutos de longitud. Y despues que anochesio cambie la caueza al nornorueste, con el trinquete amurado y la gauia sobre el soco, con el Viento nordeste fresco, hasta media noche, que cambie la caueza al sueste, con dicho Viento y dicho aparejo, hasta el dia. Esta noche a balanseado el nauio muy lindamente, por el marullo que se armado del nordeste y coxernos atrabesados. —

S[abado] 13 Amanecimos con el Viento nordeste fresco; con el dia mareamos nuestro paño, y con todo el paño largo Valanzea estupendamente. Hoserue el sol en siete grados y quarenta y tres minutos de latitud; e andado de distancia nouenta minutos por el arco de setenta y siete grados y dies minutos entre el ueste norueste, con dicho Viento nordeste fresco; diferençie en latitud Veinte minutos — y por esta diferencia es ebidente corren las aguas al norueste — y de longitud ochenta y ocho minutos; y ajustada mi cuenta quedo en onze grados y veinte y siete minutos de longitud. Y quedo gouernando al Ueste, las guiñadas para el sudueste, y despues de la salue cambie la caueza al nornorueste, con los dos papaygos y la mesana, por ocasion del grande marullo

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my calculation, my location was 12˚ 55′ latitude, and as per instruction, I lessened the latitude up until 7˚ 30′. After sundown, I turned N with close-reefed foresail and the topsail at the mast's footing until midnight when, as a precautionary measure in consequence of the notable drift, I turned SSE; the currents ran W; in the morning, I ordered to make sail at NE winds. This morning I took the position of the sun: distance from E to SE, 10˚ 36′; I observed a parsec of 14˚ 16′ and noticed that the difference is 4˚ 6′.

(Thursday, 11)

At dawn a fresh NE breeze came up. I positioned the sun at 8˚ 35′ latitude; I sailed a distance of 41′, route to S; according to my observation I had a longitudinal difference of 41′ and my location was at the same longitude as yesterday, 12˚ 55′. After nightfall, I turned NW ¼ NW and NW, since the wind did not allow for any other possibility, until midnight when I turned SE in order to pursue our southern route with a fresh NE breeze.

(Friday, 12)

At daybreak, fresh NNE winds sprung up and in the morning we braced our sails close to the wind and aimed our bow toward SSW. In order to reach the parallel of latitude at 7˚ 30′, according to my calculation, I was short of 65′, and in my estimation, I travelled on the log-line at 10 o'clock in the morning 68′ on a southern course. At this hour, in the name of the glorious Saint Ignatius of Loyola, I headed W, with deviations to SW, in order to reach the island of Panlox. I observed the sun at 7˚ 23′ latitude; from there, I set a W course with deviations in the same direction. In order to reach 7′ with fresh NNE and NE winds, I sailed on this course at a distance of 72′ southwards, at a latitude difference of 72′, and arrived at 12˚ 55′ latitude. After sunset, I turned with fresh NE winds NNW with close-reefed foresail and the topsail at the mast's footing until midnight, when I turned SE at said wind and sail position until morning. That night, the vessel swayed strongly because of the heavy swells that came up in the north and hit us sideways.

(Saturday, 13)

At dawn, we had a fresh NE wind; in the morning, we braced our sails close to the wind and, with all large sails set, we swayed greatly. I observed the sun at 7˚ 43′ latitude; I sailed at a distance of 90′ in an arch of 77˚ 10′ between W and NW under said fresh NE breeze; my latitude difference was 20′ (revealed by the circumstance that the currents run NW), my longitude difference 88′; after correcting my calculation, my location was 11˚ 27′ latitude. I continued to steer W, with deviations towards SW, and after the Salve [Regina], I turned NNW with both topgallant sail and the spanker due to heavy swells and the impossibility

y no podernos mantener con el trinquete y la Gabia sobre el soco, por lo que Valanzea el nauio. A media noche cambie la caueza al sueste, con dicho aparejo, y al romper del dia mareamos el paño y puse en derrota al ueste, las guiñadas por igual, con dicho viento norueste fresco. —

D[omingo] 14 Amanesimos con el Viento nordeste fresco, y mareado nuestro paño y puesto en la derrota que refiero arriva, hoserue el sol en siete grados quarenta y siete minutos. E andado de distançia a nuestra derrota nouenta minutos por el arco de ochenta y siete grados y Veinte y siete minutos, entre el Ueste y norueste, con el dicho Viento; diferencie en latitud quatro minutos — y por la nauegación que emos echo estaba yo á ver desm[in]uydo de la altura de ayer, y beo al contrario, de donde infiero que las aguas continuan al noroeste — y en longitud nouenta minutos: y ajustada mi quenta, he quedado en nueue grados y cinquenta y siete minutos de longitud. Y quedo gouernando al ueste, las guiñadas para el sudueste; despues de la salue cambie la caueza al nornorueste, con los dos papaygos y la mesana, con bastante marullo; á media noche cambie la caueza al sueste quarta leste. —

L[unes] 15 Y al romper del dia mare[a]mos nuestro paño, puestos en derrota al ueste, las guiñadas para el sudueste, el tiempo serrado. Y como a las ocho de la mañana gritaron del tope tierra; aclaro un poco, y se ha Visto de abajo dicha tierra o Isla de Panlox que nos demoraba por la proa. Estaremos de ella como quatro leguas y media. Haze las señas que siguen como se be, a or/amientos hasta el nornorueste. Y llegamos a la caueza del norte a medio dia, que me demoraba al Ueste quarta al sudueste. La letra B es la caueza del norte; corre con la punta de la letra A sursueste nornorueste, en distancia de dies y media leguas, aunque en esta distancia ase saco para dentro. De la letra B, caueza del norte, salen tres Islotitos hasta la letra C, en distancia de tres quartos de legua. Al norueste, una legua mas adentro de la letra B, punta del norueste, empieza una restinga de piedras apartad*a* de la costa como un quarto de legua, y ba a rematar como legua y una quarta al nordeste de la punta del norueste. Al nordeste de esta punta del norueste, en distancia de tres leguas, se haya un baxo que *se leua*ntaua ygual, casi, con el agua sobre esta caueza del norte. Hoserue el sol en siete grados y quarenta y siete minutos de latitud; andube en distancia setenta y dos minutos, y por mi hoseruacion hize camino del Ueste; y ajustada mi quenta Vengo a quedar en ocho grados y quarenta y quatro minutos de longitud. Yntente pasar por esta caueza del norte para Uoxear la Isla, pero el Viento no dio lugar a reba*x*arla, por hauernos abonansado el Viento, y fuera de esto Vide yo mismo desde el tope al uesnorueste, norueste y nornorueste un pedazo de mar berde a modo de un placer de arena con m[u]chas rebentasones esparsidas en distançia de tres leguas a la mar. Yo estaua como dos medias leguas al este de la caueza del norueste,

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to hold position with close-reefed foresail and the topsail at the mast's footing while the ship rolled heavily. At midnight, I turned SE at said sail position and at daybreak we braced the sails close to the wind, and I set a W course with deviation in the same direction and under the aforementioned fresh NW breeze.

(Sunday, 14)

At dawn we experienced a fresh NE wind; after bracing our sails close to the wind and setting the aforementioned course, I observed the sun at 7˚ 47´. At a distance of 90´ off my route, I travelled in a wide arc of 87˚ 27´ between W and NW, and at said wind, my longitude difference was 4´, and in consideration of the journey that we took, I expected to see yesterday's latitude lessened, but noticed the opposite, from which I deduce that the currents continue to run NW; my longitude difference was 90´; after correcting my calculation, my location was 9˚ 57´ latitude. I continued to head toward W, with deviations to SW, and, after the Salve, turned NNW with the topgallant and the spanker sail; at midnight, I turned SE ¼ E.

(Monday, 15)

At daylight, we braced our sails close to the wind, bearing W, with deviations to SW and fair weather. Around 8^{h} in the morning, the call from the topmast heralded »land«; the weather cleared a bit and one could see from below said land or the island of Panlox, which lay ahead of us. We may well be 4 ½ miles away from it. It forms the figure that can be seen as an outline in the following[135] while stretching NNW. At midday, we arrived at the north cape, which was located ahead of me in W ¼ SW. The letter B designates the north cape; it runs to the tip of the letter A in south-southeastern-north-northwestern direction, expanding for about 10 ½ miles even though at this extension it curves inwards. From the letter B, the north cape, three small islets[136] branch off as far as letter C, stretching for ¾ of a mile. In NW, one mile further within the letter B, at the NW tip, begins a shoal of stones located off the coast for about ¼ of a mile, and ending roughly 1 ¼ miles northeast of the NW tip. In the NE of this NW tip, at an expansion [distance?] of 3 miles, a sandbar rising almost to sea level beyond this N cape is located.[137] I observed the sun at 7° 47´ latitude; I sailed at a distance of 72´, and in accordance with my observation, took a western route. Upon correcting my calculations, my location was 8° 44´ longitude. I tried to sail around the north cape with the intention of circumnavigating the island, but the wind prevented us from bringing it up to our latitude because a slight wind had sprung up, and besides, I myself from the topmast saw in WNW, NW and NNW a portion of green sea, much like a sandbank with many scattered whirlpools extending for 3 miles. My location was about 2 mean [half?]

y biendo los incomuenientes para nuestro intento, no me esp*u*se a la contingencia de berme empeñado sobre algun baxo de los que teniamos a la vista *por s*er [?] el Barco malisimo bolinero.

Nos abonanso el Viento nordeste; cambie la caueza como a las cinco y media de la tarde a lesueste; el tiempo serrado, y el cariz de bentar. Y bide algunas Banquillas que salieron de tierra; por la mucha mareta que auia arriuaron algunas y llegaron a bordo tres, y de ningun modo querian subir arriua, siempre sobresaltados. De la ultima que vino subieron arriua dos con la codisia del fierro que les enseñaban, jusgando no lograr otra ocasion de que Viniesen [las] Banquillas a bordo. Estos dos Indios que subieron arriua, que de otro modo no era posible que quedasen, los quales los metimos [en] el cepo por berlos emperrados. Esta es una gente de natural muy agrieste y poco tratables, pues siempre los vimos muy desconfiados en lo que Vimos en ellos; pues de sus Banquillas cambalacheaban unas rayses que llamaban sunay y unos Zinchos de cuentesillas compuestos como los de la[s] Islas pequeñas, a trueque de qualquier fierro viejo, Platos y *C*osill*a*s [?], y por agasajo que les hasiamos de darles Dulces y Vino, siempre con la descomfianza de no querer subir arriua. Ellos andan en queros, esseto sus partes tapadas con unas ojas, limpio[s] de Barba, muy melenudos; unos tienen la melena amolatados y otros de lindo cauello. Y de esta Vuelta de lesueste fuimos hasta que rindio el quarto grande, que cambie la caueza para tierra al nornorueste, con el viento norueste fresco, y caris de Ventar. Quando amanesio, nos hallamos como quatro leguas afuera. —

M[artes] 16 Amanesimos con el Viento lesnor*d*este, quatro leguas al este del medio de la Isla, con muy mal caris de bentar y bastante marullo. Me atra*qu*e a ella, distante de media legua; y al medio de la Isla haze ensenada, y al pareser no tiene arresife la costa en este parage. Y temiendo del mal cariz, *l*a fui costeando hasta la punta de *leste* [?]; de esta punta corre otro pedaso de costa sursudueste y nornordeste quarta de norueste sur [?], distancia de tres medias leguas, y haze estas señas: Este pedaso de costa sigue a la de la Vuelta; la letra D corresponde a la letra A. La punta del sur por la parte de este es la letra E; tiene arresife, y al pareser a modo de ensenada — que por el mucho Viento y mar no nos atracamos para tierra. De este remate de la punta del sur, que es la letra E, corre la frente del sur nornordeste susudueste, distancia de ocho leguas, que al pareser era toda Una tierra.

Y quando nos pusimos al sur de esta frente, Vide que hazia dos diuiciones angostas, y por adentro algunas Isletillas, y haze la frente esta figura: El numero uno es la punta

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miles east of the north cape, and since I saw the difficulties of our endeavor, I did not put myself at risk of running onto one of those shoals that we noticed earlier since the ship was not suitable to sail against the wind. | A light NE wind picked up; at around 5½ ^{h} in the afternoon, I turned ESE; the weather conditions were murky and looked threatening. I become aware of some boats pushing away from land; in the existing strong tide, some approached and three moored near the ship but, fearful as they were, none wanted to come on board. From the boat arriving last, two came up due to their desire for the iron that was shown to them on the assumption that there was no other way for the boats to come close. The two Indians, who had boarded the vessel and could not be motivated to stay, were put into the stocks because they proved to be obstinate. These people are very robust and not very sociable, since according to what we could notice with them, they constantly remain very distrustful, that is to say, they traded out of their boats some root crops they called sunay and several girdles made up of chainlets, like those from the small island, for some old pieces of iron, plates, and trifles, and for sweets and wine which we gave them; they remained wary to come aboard. They run naked, except for their private parts that are covered with some leaves, have very long hair but no beard; some have Mulatto-colored hair strands, others lovely hair. On this east-southeastern route, we sailed until the second watch when I turned NNW to land; we had a fresh NW wind and it looked like stormy weather. At daybreak, our location was about 4 miles off the island.

(Tuesday, 16)

At the crack of dawn: ENE wind, 4 miles east of the center of the island, the weather threatening and quite heavy swells. I drew near it [the island] up to a distance of ½ of a mile; at its center, the island forms an inlet and it appears that the coast in this area is free of reefs.[138] Since I was concerned on account of the bad weather, I sailed along the coast until the eastern[?] tip; another part of the coast extends from this tip to SSW and NNE ¼ NW, extending 3 mean [half?] miles in this shape: This part of the coast follows the previous one; letter D corresponds to letter A. The southern tip at the eastern side is designated by the letter E; it has a reef and [is] bay-shaped, as it seems — because of the strong wind and the heave of the sea we did not draw closer to land. From this tail of the southern tip, which is depicted under letter E, the southern part proceeds toward NNE-SSW, extending for 8 miles and forming, by all appearances, an entire landmass. | When we were positioned in the south of this side, I saw that it formed two narrow bays (diuiciones), within [which] a number of small islands were located; the side has the following shape: The number 1marks the southern tip

del sur por la parte de leste: corresponde a la letra E de la figura de la Vuelta. El numero dos corresponde al numero tres, el numero quatro corresponde al cinco, que haze la frente del sur de dicha Isla. Los nueue Islotillos que estan en las dos linias de abaxo desde numero siete á quinze salen del numero seis, punta del sur por la parte del Ueste, Unos al uesnoroeste, y ban siguiendo hasta el sur en distancia de tres medias leguas. Los dos numeros [. . . . .] son aberturas que haze esta frente del sur. — No hoserue el sol, por estar el cielo toldado; estara esta caueza del sur en seis grados y quarenta y quatro minutos de Altura. Le he dado a esta singladura de distancia cinquenta y seis minutos, y de longitud doze minutos. Y sigo la nauegacion al sursueste, por desvariarme de estos Islotes que [estoy] referiendo agora. Y como a las cinco de la tarde se nos salto a la mar un Indio de los que cogimos ayer, estariamos de tierra como siete leguas; el nauio no quiso tomar por delante, Viramos en redondo, y en este medio lo perdimos de Vista. Nauegue toda la noche hasta rendir el quarto grande, con bastante Viento que me obligo á rizar las gauias; y a las dos ampolletas del quarto del Alba cambie a la caueza al nornoroeste y al noroeste, con dicho Viento nordeste frescachon, marullo, hasta que amanesio. —

M[iercoles] 17 Amanecio el Viento nordeste fresco, con la proa al sur sueste; no hoserue el sol, por estar el cielo toldado. Andube de distancia para mi derrota, cinquenta y seis minutos, a mi sentir, por el angulo de cinquenta y seis grados y quinze minutos entre el sur y el este, con dicho Viento fresco, con una mar atrabezada del nordeste que a trabaxado el nauio a balanzes estupendamente. Y desde las quatro de la tarde hasta la oraçion nos dieron tres turbonadas de razonable Viento y agua muchisima por el nordeste; a estas oras cambie la caueza a lesueste sobre los dos Papaygos, por hallarse el nauio mas escorado. Y como a las seis ampolletas del quarto grande nos dio una turbonada por el lesnordeste de muchisimo Viento y aguas que nos obligo [a] cargar la mayor y quedar con el trinquete amurado, y por no hazer mucha nauegación para desminuir altura, por no auer oserbado estos dos dias ni hauer estrellas y no pasar de nuestra altura, cinco grados y treinta minutos que hordena la Instruçión, cambie la caueza al nornoroeste y al noroeste, y me mantube de esta buelta, con muchisimo Viento, con el trinquete amurado, hasta que amaneçio, y prosegui hasta medio dia que hoserue. —

J[ueves] 18 Hoserue el sol en cinco grados y treinta minutos de latitud. — — —

(1712)

at the east side; it corresponds to the letter E of the figureoverleaf. The number 2 corresponds to the number 3, the number 4 to 5, which forms the southern side of said island. The nine islets, which are located in the two lower rows from number 7 to 15, proceed from number 6, the southern tip of the west side, some in WNW, and continue towards S, extending 3 mean [half?] miles. The two numbers . . . . . are inlets (aberturas) forming this southern side. — I did not observe the sun since the sky was overcast; this south cape is roughly located at 6° 44′. On this route, I calculated today a distance of 56′ and 12′ longitude. I continued the voyage in an SSE direction, since I deviate [?][139]from these islands about which I just reported. Around 5^{h} in the afternoon, one of the Indians we captured yesterday jumped into the sea when we were about 7 miles from land. The ship would not move forward, and while we were moving in a circle lost sight of him. I sailed throughout the night until the end of the main watch, with quite strong winds which forced me to lower the topsail; at the second half-hour of the morning watch, I turned until daybreak to NNW and to NW with said very brisk NE wind and heavy seas.

(Wednesday, 17)

At dawn, with fresh NE wind, route SSE; I could not observe the sun due to overcast skies. I assumed that itsailed in 56′ distance of my course at a bearing of 56° 15′ between S and E, with said wind and with sideward sea currents from NE which were braved by the ship while being thrown around violently. From 4^{h} in the afternoon until prayers, three gusts with strong winds and heavy rains from NE hit us; at this hour, I turned ESE with both topgallant sails so that the ship would [?] be prevented from listing. At about the sixth half-hour of the main watch, a gust from ENE, strong winds, and rain come to pass which forced us to shorten the good-weather sail and to keep the foresail drawn-in, and since I did not sail much to lessen the latitude because I did not make my observations on these days and the stars remained invisible, and I did not want to exceed our latitude of 5° 3′ as prescribed by the instruction, I turned NNW and NW and kept this bearing under strong winds and reefed foresail until daybreak, proceeding until noon when I could make my observations.—

I observed the sun at 5° 30′ latitude . . . . . .

(Thursday, 18)

Description of the lands seen from Panlog, the largest island of the Palaos from the side that faces SE and which could not be followed further due to unfavorable winds.

On the left end it reads: Esta punta al Surouest quarta a louest (SW. ¼) a 6 leguas de distancia; at the right end: Esta punta al Nordest (NO) a 9 Leguas. The main observation point on the traveling ship appears to have been located ca. 20 sm east of the Sar-gateway so that the left end can only be Peliliou, and the right one Ngarduais resp. Babldáob. Ngeaur remained hidden, too far off and concealed due to its flatness. Peliliou is followed by the 2 large islands of Ngesebus together with Ngeregoi (2nd line) and Ngemelis (3rd line), then trailed by the Olopetápel Islands and on the 6th line by a Ilmálk. One can roughly see [a] formation similar to Gogeal, but from NW, instead [of] like here from SE, as according to WILSON, who recorded them from the island a Ulong.

On the admiralty chart, no. 180, 1911 (Litt. R. M. A. II), the lowermost line scores a part of fig. 6, which is a sign of how inaccurate EGUI was (see also plate 10). I am certain that all these scores merely indicate limestone cliffs which, owing to their rocky shapes, tempt to be recorded, while the more soft-wavy volcanic land of Babldáob, seen from the sea, discourages due to its monotony.

(1716)

Four years after EGUI, in the year 1716, the Frenchman LE GENTIL**de la Barbinais** was in Guam, and it is of great interest that some of the lines in his report[140] probably allude to the Spanish discoveries shortly before that, and to EGUI's account. There it reads: On y a découvert depuis peu les Isles Palaos ou de S. André. J'en ai une courte relation écrite par un Pilote Espagnol, que je vous enverrais si elle était un peu moins obscure, mais elle ne parle ni de la situation de ces Isles, ni de leurs habitants. Les Espagnols de Manille veulent pousser plus loin leur découverte, ainsi nous en aurons un jour un détail plus exact.

It was to tek severa more years before the missionary work was taken up again. In the meantime, very little was heard of the events taking place on Sonsorol.

(1721)

On December 20 1721, Father GILLES**Wibault** reported to Father CHAMBGE in Pondicherry that for 10 years attempts had been made in vain to find out something about the missing Fathers DUBERON and CORTIL[141]and that they probably were massacred. (Lettr. édif., vol. XV, 1810, p. 202.). Likewise, a letter of Father DU HALDE, which is reproduced in DE BROSSES, vol. II, p. 465, reports that a native who set foot on Guivam on Ascension Day 1710 told that the man from Palaos who was baptized in Manila (most likely Moac) was a scoundrel; he had deceived the Spaniards and he would have been their fiercest enemy when they were on his land. Finally, another

letter by Fr. CAZIER (DE BROSSES, vol. II, p. 468) on this question. He wrote that the captured natives (see the report of EGUI) had told that both missionaries had been killed and eaten.

(1722)

On March 20, 1722, the Jesuit Father JUAN ANTONIO**Cantova** wrote from Agdana, »the capital of the Mariana Islands«, to Father D'AUBENTON, the Father Confessor of the King in Spain, that already at the time of taking possession of the Mariana Islands one heard of islands in the south that are now called Caroline Islands. On June 19, 1721, a boat arrived, similar to those on the Mariana Islands but somewhat higher. It came ashore in Tarafofo, in the eastern part of Guam, carrying 24 passengers, 11 men, 7 women, and 6 children. The new arrivals were similarly fearful like those who arrived in Samar. On the 21st, a second boat turned up with only 4 men, 1 woman, and 4 children. Both boats put out to sea together with 4 others from Fároilăp on their way to Voleâi (Ulée); driven off course by a west wind, they roamed around for 20 days.

Like the letter from Father CLAIN, CANTOVA's letter, together with its enclosed chart, is published in the Lettres édifiantes . . . vol. XV (pp. 226—256). A German translation was first published in the Neuen Welt-Bott, 15th part, № 343, 1729, p. 83,[142] together with a map of the 5 provinces. This translation contains stories told by the natives concerning their drifting and their islands, etc.; therefore, this account is vital for the Caroline Islands, which are divided into 5 provinces, as a whole. The fifth province is portrayed in the following way: »The fifth province is roughly 45 miles off the island of Yap; it comprises a certain number of islands, all of which are given the name Palaos and which our Indians call Panleu. They assured us of their large number, but they can only account for 7, mainly located from north to south, viz: Pelileu,[143] Coaengal,[144] Tagaleteu,[145] Cogeal,[146] Yalap,[147] Mogulibec,[148] and Nagarool.[149] They say that the lord of all islands calls himself Yarai[150] and holds court in Yalap; that

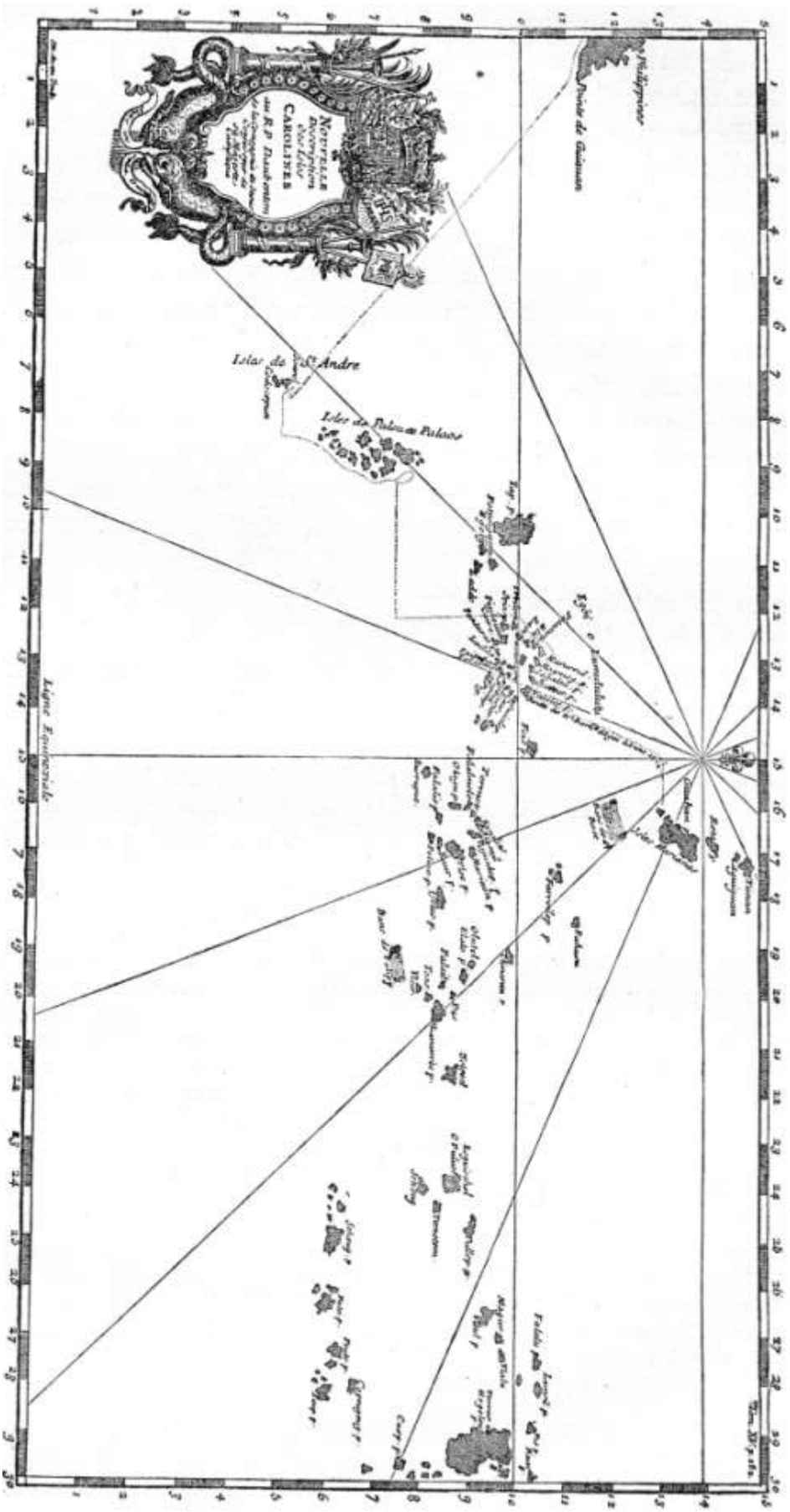


Figure 7.Cantova's chart 1721.

these islands are inhabited by a numerous people that, however, are cruel and barbarous; that both men and women are completely naked and feast on human flesh; that the Indians of the Caroline Islands regard these people with horror, with whom even the slightest bartering is dangerous. This report appears truthful to me and corresponds with the experiences of Father BERNARD MESSIA,[151] as can be gathered from his account«.

At his insistence, CANTOVA was given permission by the Provincial Superior of his order to visit Mógemog,fromwhich the castaways on Guam originated. In May of 1722, he set sail with some of the natives while the remaining people were retained as hostages. They searched to no avail for these islands for a month, and at long last the ship,driven by a storm, ran ashore on one of the Philippine islands. As if by a miracle, CANTOVA alone could save himself by reaching land, and finally arrived on June 6 in Manila. He remained there for eight full years, in vain endeavoring to obtain yet a renewed authorization. He charted the map, fig. 7, in order to

(1730)

demonstrate the importance of his mission. As late as 1730, he was given permission to embark on a ship sailing

(1731)

to the Mariana Islands in order to set forth from there on February 11, 1731 on a journey from the port of Egaña to Mogemog. Father VICTOR**Walter** was his companion; he was joined by 12 soldiers, 8 shipboys and one native, DIGAL, CANTOVA's favorite, whom he had baptized, but who later betrayed him; almost certainly he was among those drifting ashore on Guam in the year 1725.

On March 2, 1731, Mógemog was reached, which he named los Dolores[152] (Name Day), the main island of the Ululssi group he called Islas de los Garbanzos.[153] They established their settlement on Falálep, soon baptized 127 children, and instructed the elders. After 3 months, they ran out of food. Father WALTER traveled to the Mariana Islands to get some. He was driven off course to the Philippines, from which only on the 12th of November he was able to proceed. Within sight of the Marianas Islands, he was shipwrecked and narrowly

(1733)

escaped death. Out of the wreckage he built a new vessel, finally resuming the voyage to Mogemog on May 31, 1733, which he reached after 9 days. Brother L. SCHREVEL traveled along together with 44 soldiers.

Despite animated signals, no one received him; he entered the bay of Falálep. From the ship, he saw that the house of the missionaries was destroyed and the cross was missing. Little by little 4 came in a boat alongside, and when asked about the Father the natives declared that he had gone to Yap. Father WALTER was able to get hold of a man, whereby a little skirmish ensued during which 3

islanders were killed while the others fled. On the following day, together with this man, he set out on the journey to Yap, and when he could not find it, decided to travel to Manila, where he arrived on the 14th of July 1733. On the way, the prisoner confessed that Father CANTOVA had been speared by natives when, 10 days after WALTER's departure, he was called to Mogemog in order to baptize an Indian. They had shouted: »You came to destroy our customs and traditions; we don't want any of your religion.« Perhaps this was done in revenge for the rape of a native by Captain EGUI in 1712, whose course CANTOVA innocently entered into his native chart of the West Caroline Islands.

As it would be done for a chief, the natives sewed the dead in a fine mat and laid him to rest in a small hut; the bodies of his 2 companions were placed into boats that were delivered to the waves. 14 people were killed altogether: the Father, 8 Spaniards, 4 Filipinos, and 1 slave; only one Tagale boy, DOMINGO LIZARDO, could escape because he was taken in by one of the chiefs and his family.

These events concluded the missionary activities of the Jesuits on Palaos and the West Caroline Islands,[154] and even if natives continued to be driven ashore in the Philippines and the Mariana Islands, known to me to be taking place in 1787, 1794, 1807, [and] 1814,[155] missionary work only resumed in recent times!

Thus it happened that the original qualities of the Caroline Islanders were rather well preserved up to the present, such that the Hamburg Expedition was provided with a rich field of studies, although traces of the white men were clearly found all over!!

After its discovery in 1710, PALAU seemed to have been totally forgotten. An incident, however, brought it back from its enchanted sleep to the light of reality: the shipwreck of the Antelope in 1783.[156]

(1783)

This 300-ton packet vessel of the East India Company set sail on July 20, 1783 from Macau under the command of Captain **Henry Wilson**. On August 10, the first officer, BENGER, had dogwatch. The captain went to bed at the midnight hour. The sky was overcast; thunder and lightning worried the person on watch and he was about to reef the topgallant sail when the call breaker! sounded from the crow's nest. At that moment, a jolt was felt; the ship had stranded on a reef. Within the hour, water had already reached up to the hatches of the lower

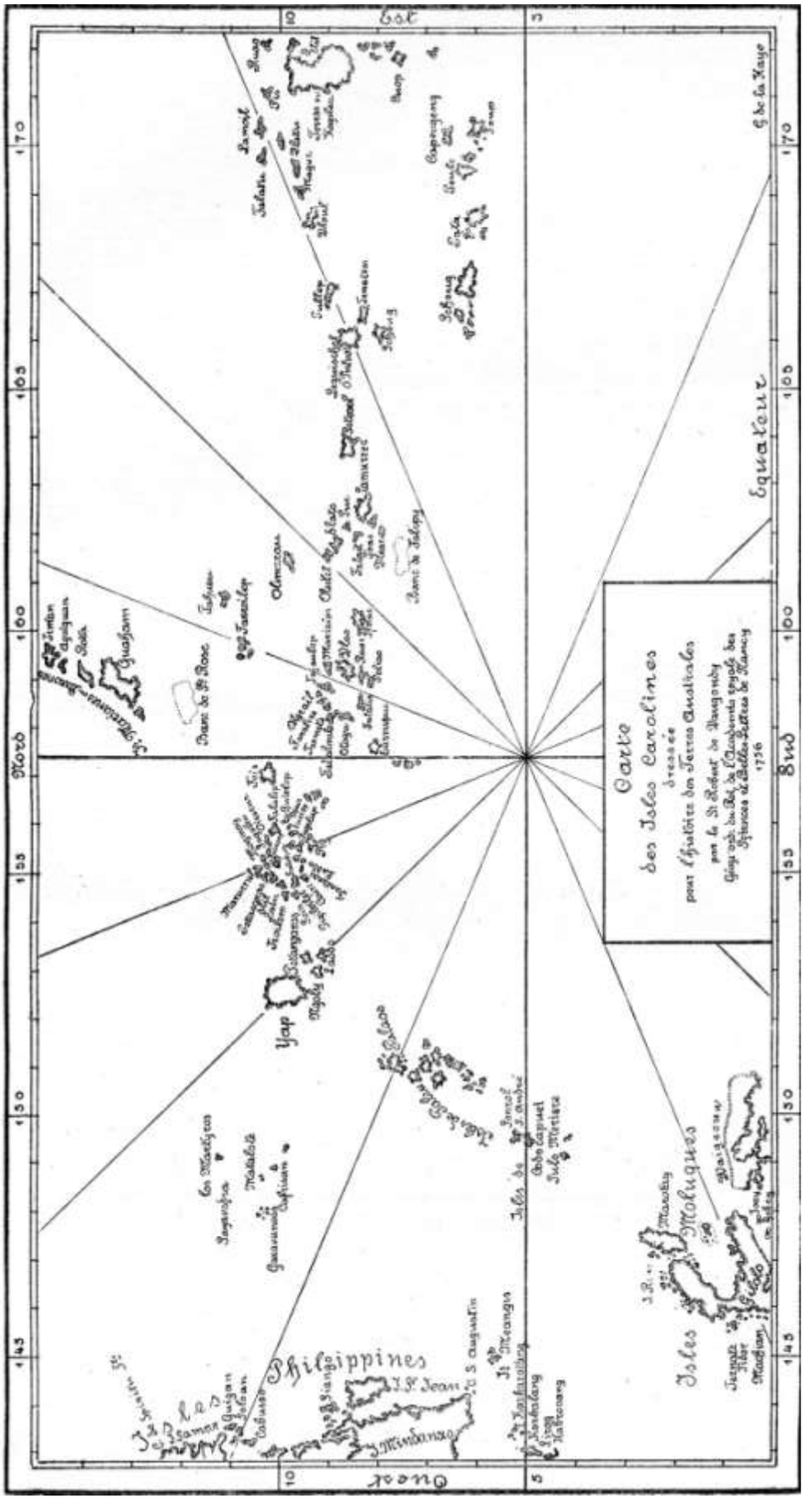


Figure 8.Vaugondy's chart 1756. (see p. 3, fn. 1.)

deck. Ammunition was brought on deck, the masts were capped and the boats, equipped with water, provisions and weapons, were lowered into the water, and at daybreak they spotted an island to the south at a distance of 3 or 4 French miles. BENGERwas dispatched with the boats to explore the land and to reach the best possible understanding with the natives. Since the ship was in danger of breaking apart, the men who had remained on board built a raft. Winds blew violently. At 4 o'clock in the morning, the boats retuned safe and sound after leaving provisions and 5 men behind on land. They did not see any natives. Now the boats and the raft were loaded up to full capacity and with great difficulty reached, at 8 o'clock in the evening, the island that is known as a Ulong (chart 2).

Early in the morning of August 12, when Captain WILSON and one Indian, TOM ROSE, were collecting water at some rocks, some natives approached in two boats. At first the Englishman was quite anxious, but when TOM ROSE told the strangers in Malay that they were friends, 6 came ashore, among them two brothers of the king, while two remained in the two boats. That is to say, one of the arrivals was Malayan and spoke a few words in Dutch and English. During a trade voyage, he had been driven off course eastward from Ternate to Amboina and ended up on Pelíliou where he got to the king of the island. It was fortunate that both parties had an interpreter who spoke Malay. This allowed for the quick initiation of communication. Each chief had a betel nut basket and a piece of chalk; their teeth were black from chewing betel. They quickly became friends. Since a brother of the king, ARRA KOOKER,[157] told that the king wanted to see one of the white people and that one should go with them to Pelew,[158] the Captain designated his brother MATTHIAS WILSON and through him sent offerings to the king; in turn, the other brother of the king, RAA KOOK,[159] together with two people, stayed behind in a boat.

Adverse weather conditions continued on August 13. At 10 o'clock, one of the ship's boats sailed to the wreck in order to salvage as much as possible. But the native canoe that during the night had remained on a Ulong went fishing and, due to the low tide, took the opportunity to loot a little prior to the arrival of the boat. When it returned at nightfall, the incident was reported to RAA KOOK, who was very upset about it.

On August 14, ARRA KOOKER, together with the son of the king,[160] returned

and brought the news that the 3 looters of the Antilope had died; they pried open the medicine box and had a nibble. The king sent gifts of yams[161] and coconuts and permitted the strangers to build a new ship on the island or to relocate to Pelew under his protection. Soon thereafter WILSON's brother also returned, and he was frightened a great deal. ARRA KOOKER had led him to the king where he was made to sit down on a mat on a stone square. When the king arrived he bowed and scraped in the oriental style, of which the king naturally did not take any notice. He was more successful in the presentation of his gifts which the king graciously accepted. Thereafter a warm molasses drink was served in a coconut shell, followed by coconut water. The people that crowded around MATTHIAS touched and felt him. When darkness had come, he was brought into a house where he was given a supper of a whole piece of cooked yam placed on an elevated wooden plate, a type of pudding on a wooden plate, then mussels, etc. After dinner, he was taken to a long house, apparently a Bai, since this is indicated by the remark that, later that night, some men started a fire at both ends (naturally, he thought, in order for him to be roasted). There he slept on a mat with his head resting on a wooden block.



Figure 9.
Wilson's chart taken from Keate's book.

Thus, as far as is known, MATTHIAS WILSON was the first European to visit a Palau village.

When on the following day another boat sailed to the wreck, 20 canoes were already present with the aim of looting. It became likewise necessary to set up sentries on a Ulong because of the great number of visitors. When ARAKOOKER noticed the deployment of the guard and the use of firearms, he cunningly remarked to RAA KOOK: Englees mora Artingall, Pel'lelew! [while] pointing north and south; he meant [that] they should go to Ngatelngál and Pelíliou, to their enemies.

On August 15, to the amazement of the English, the king arrived totally nude, with only an adze that had an iron blade resting on his shoulder.[162] Since he did not want to enter the tent, a sailcloth was spread out for him on the beach, on which the king together with his 2 brothers sat down. The companions of the king, several hundred of them, sat around him in a large circle. A drill was conducted, shots were fired, etc.; the first mate killed

a fowl with bird shot, much to everybody's amazement. They were shown everything: kitchen, grinding stone, and were even presented with a goose and a ham. The king retired with his entourage to the other side of the island; RAA KOOK and some 20 men stayed on, and when they started to chant in the evening, the English were filled with great excitement once more, believing it to be a war song. Twelve times over,RAA KOOKrecited a stanza that was then sung. This remark is important on account of the Palauans' lack of pleasure in singing.

On August 16, relationships cooled off, apparently as a result of gifts that were presented inappropriately or because of petty jealousies. The mood improved only when the king put forward his request (which, unbelievably, was granted by the English) to assign him 5 men in 5 days to fight against his enemies. Help against an unknown enemy who had done nothing to him!! For the sake of his own advantage!

On Sunday, August 17, the king came and got his 5 accomplices; H. WILSON himself wanted to join, but his people considered him too valuable. ButTOM ROSE, the interpreter, took part. Those who stayed behind sought to advance the construction of the schooner and to salvage as many provisions as possible from the wreck.

Only on the 25th of August, just as some Pelíliou people were visiting the camp site, did the king return with his 5 Englishmen. The rowers waved their paddles high above their heads before plunging them into the water. RAA KOOK, too, returned. They brought back a great number of taro and coconuts, and each warrior was given a basket full of sweets which they shared out. However, they found them all too dry and hard. CUMMIN, one of the warriors, described how first, they traveled to the king's island, about 6 miles (leagues) to the east of the bay,[163] where they were received with great hospitality. The next morning, the party proceeded to Pelew, 3 or 4 miles farther, where they remained until the 21st. After mustering in front of the house of the king, the Englishmen embarked in 5 different boats. The journey took them 10—12 miles (leagues), past different friendly villages where provisions, etc., were taken onboard. In the end, the boats numbered ca. 150, carrying roughly 1000 men. Approaching the enemy, RAA KOOK, whose boat carried a marksman, moved ahead in order to address the men. His words were received with indifference. Thus he threw a spear towards the enemy, and their reciprocation was the signal to charge. One man was killed instantaneously, which dismayed the enemy. After a few more shots, the enemy scattered; the attackers went ashore, looted and then returned highly delighted. This was the heroic victory of the Goréor over the Ngatelngál people!!

The return journey took the form of a triumphal procession. Food, sweets, song and dance, etc. were everywhere. The rest is left to the imagination. On their voyage home from Goréor to Oroolong (a Ulong), they once more came upon the same island[164] where the reception was probably even more

cordial! Once more, they stayed for the night and then sailed for 5 hours to Oroolong (a Ulong), which the king offered to the English as a gift. WILSON raised the English flag and, since he himself did not want to leave, sent BENGER, his brother MATTHIAS, TOM ROSE, and a Chinese to the king in other to thank him and to congratulate him on his victory!

WILSON now surveyed his island. In the south, he found steep cliffs; in the west, however, a sandy beach and reasonably level land. There was also a spring and traces of earlier settlement. The northern side was equally steep and in the east was a cove and a harbor that is to be entered from the north, then turning to the west.

Soon the party returned. It was received well and planned a new, even larger expedition.

BENGER's appraisal of the land is characteristic: "The houses were tolerably good, with plantations of yams and coconuts about them; that the soil appeared to be rich and fertile, etc." [orig. text] The Chinese's judgment was the most sober: "that his have very poor place, and very poor people; no good cloaths, no got rice, no got bog, no got nothing, only yam, fish and cocoanut; no got nothing make trade, very little make eat." [orig. text] His judgment was called that of a Dutchman! None noticed the beauty of the land and the extraordinary culture of the natives!

From the top of the island, Captain WILSON noticed a passage in the W reef, exactly across the W tip of the islands and on August 30 sent off CUMMIN with the dinghy to inspect the passage. He found 3 ½ feet of water depth at low tide, assuring the way out during high tide.[165]

On August 31, Captain WILSON, together with his son HENRY, DEVIS, and the surgeon, set out on a journey to visit the king. RAA KOOK accompanied the dinghy with his canoe. Their journey, too, took them via Ngarekobasáng, but without longer stopover. They went ashore at the Fisher Bay at the foot of the large wharf Ngarekamâis, near the landing place of the king a Delui. This area can be seen clearly in the table on p. 100 of KEATE's work. As of today, the installations at the wharf are much the same. In the bay, they waited for the king. Before his arrival, a large wooden bowl in the shape of a bird and filled with a syrup drink was brought; this bowl is depicted on p. 102 of the aforementioned work, and is today exhibited in the British Museum in London. Furthermore, a painted frame 2 feet tall, with sweets and »Seville Oranges«, was brought on. When the king arrived, customary hugs were exchanged; the Captain sported his Company Uniform. During the conversation — the hut was packed with onlookers who fell silent, however, at the arrival of the king— DEVIS sketched some of the women, who, being constantly stared at, left with indignation. Nothing could be worse for a native woman than to be noticeably stared at by a man in public! When the king saw the well-painted picture, he

ordered his own two women to come forward in order to be likewise portrayed by the artist. Then also the king did some drawing. Thereupon, they went up to the village. They were shown a Bai for the night. The king went to bathe. Thereafter, the queen requested their presence. In front of her house, somewhat far-off under palms, they sat down at the stone square where pigeons rested on wooden sticks. They were served a roast pigeon, which is a great rarity!

Dr. SHARP was called to a sick child (apparently a child of ARRA ZOOK[166] in Ngarmid) and generously presented with food for this visit.

On September 1, a large council was assembled. Once more, the king wished for 10 Englishmen as aid against the people of Ngatelngál, which WILSON granted without objection. The reason given for this request was that during a feast there, a brother of the king and two chiefs were killed. That night, the war dance was performed, but not until September 4 did they return to a Ulong. On the 8th, the king came to fetch the 10 men that were promised to him. RAA KOOK, together with the Captain, went up to the observation hill and showed him Pellelew in the south, Emillegue in the NE, and the island Artingall in the SE, against which they would fight.[167]

On Monday, September 15, the 10 warriors returned after having been away for six days. The account of MATTHIAS WILSON reads: The journey from Oroolong led directly to Pelew. The king wanted to proceed immediately, but an adjournment was reached due to the rain. In the evening of the following day (9.11), the conch shell horn announced the departure. Roughly 200 canoes gathered. A few hours before dawn, rest was taken on an island that could be reached through a stone wharf,[168] then the journey continued through a number of channels (probably those of Goikúl near Ngarduâis) northbound and before daybreak they faced Artingall (9.12.1783.). There they waited for sunrise since attacks are not sounded during the night. A small canoe carrying 4 men, each of whom sported the feather of a tropical bird in his hair, approached the shore for negotiations. Some days earlier, ABBA THULLE had already informed the king of Artingall about the imminent attack. A boat from the opposing side approached RAA KOOK, who asked if they would accept the terms set by his brother as atonement for their insult. The Artingall canoe returned and soon thereafter arrived with the news that the terms were not accepted.

When ABBA THULLE heard this, he stood up erect in his canoe; the red scarlet cape, which he had received from Captain WILSON as a gift, flapped around him; he beckoned with his limestone cane, signaling his fleet to assume battle order. Several small boats, each carrying 4 men adorned with feathers of tropical birds, dispatched messages. They hurried

back and forth to deliver orders to the chiefs. The enemy with his boats, however, stayed close to land and was not inclined to take up open battle. As if in sheer mockery, they sounded their shells. After that, ABBA THULLE thought of a ruse of war. He caused his messenger boats to form a special squadron and to conceal themselves behind high land.[169] Thereupon he led a feint attack and retreated as in apparent confusion. Indeed, the enemy chased after them up until the point when the canoes lying in ambush could attack from behind. Now the 10 Englishmen, who yet again were distributed among the 10 largest war boats, opened fire, causing great confusion among the attacking forces when they saw their comrades in arms collapsing with holes in their bodies but without any spear running through them. They took flight. 6 canoes and 9 men were captured who, despite pleas from the English, were all killed. The Pelew people told that they had taken prisoners in the past, who then escaped and, due to their knowledge of the place and their spying activities, caused great harm. One of the captured chiefs refused to have his Klilt taken off his wrist; he had to be slain, and his head was mounted on a bamboo pole in front of the king's hut (in Goréor). On the journey there, the bodies of the dead were openly displayed in friendly villages while the warriors were admired and served with food and drink. None of the people of Goréor lost his life! Truly a despicable victory and inglorious fame for the accomplices! In Goréor all night long there was dancing and chanting; the English let themselves be celebrated. The bodies were on display for several days until they looked revolting, then they were buried or discharged into the sea! This, however, was not yet the end of these exploits.

TOM ROSE had remained with ABBA THULLE in order to tell the natives even more about the Englishmen. He arrived on the 22nd and brought presents of the king together with his apologies for not having paid his visit to thank them, but at the moment he was indispensable since visitors came in flocks to congratulate him.[170] At that time, upon returning to the wreck, they came to realize that the king had arranged for a six-pound gun to be removed. The construction of the new ship made progress. On September 28, RAA KOOK arrived together with two chiefs of the neighboring islands. Likewise the Malay SOOGLE came from Pelew and on behalf of ABBA THULLE requested people for another expedition, this time 15 men and one cannon. At this time, Captain WILSON made no secret of his complaints regarding the thefts, the killing of the prisoners, the

lack of deference, etc. Finally, they reached an agreement and RAA KOOK withdrew on the 29th together with the men.

On October 2, Dr. SHARP traveled to Pelew to examine the son of RAA KOOK who in the last battle was hit in the foot by a spear. The spear broke off during the attempt to remove it, and remained stuck between the bones. Prior to the arrival of SHARP, the spear had already been removed, the condition of the foot had improved, and the boy, by all means, wanted to join the next battle during which he was killed by a spear throw that hit him in the neck. SHARP did not know this, however, when RAA KOOK invited him to come to the landing site from which they embarked together with 21 chiefs and sailed to Ngarekobasáng. They walked up to a stone square that was surrounded by 4 or 5 houses. All of them seemed to be unoccupied. They sat down and after an hour went into the village to yet another stone square. Food was passed out. Soon thereafter the women disappeared and were heard wailing at a distance. SHARP went over and saw them bringing a dead body on a bamboo stretcher wrapped in a mat; 4 men carried it on their shoulders, otherwise only women were to be seen. It was RAA KOOK's son. How could that have been kept a secret! Only natives could do such a thing! Amid great wailing, the body was buried.

On October 7, the warriors arrived once again in a Ulong. MATTHIAS WILSON reported:

Once more, the campaign was directed against Artingall. This time, even more boats were mobilized. Since the enemy did not give battle on the water, the boats put ashore and the troops marched a short distance inland. Initially, the Englishmen were not to go ashore, but when the attacking warriors ran into danger, they too advanced. The king remained onboard. RAA KOOK was commander in chief on land. The cannon fired on the houses that were filled with natives. One caught fire; another one was torched by a man who, for this deed, was made a minor chief by ABBA THULLE who with his own hand inserted pearls into his ear. The enemy fought valiantly and often showered the attackers with spears. ARRA KOOKER ambushed a man and struck him down from behind with a wooden sword (PLATE 2, no. 1). 5 canoes were destroyed and the large stone wharf, which was larger than that in Pelew, was torn down. Many were killed and as a special booty they dragged off a stone on which the king of Artingall sat during national assemblies. But 2 of ABBA THULLE's party also fell, among them the son of RAA KOOK, and around 40 were wounded, some of whom died a few days later after their return to Pelew. — — —

ABBA THULLE had asked Captain WILSON to visit together with him all those chiefs who supported his campaign. He agreed, and on October 8, RAA KOOK brought him first with his canoe to Pelew[171] from where they traveled the next morning to Emungs.[172]ABBA THULLE was already there. An account of the long passage

through the Mangle Canal, which had almost dried up, was given next. WILSON first allowed himself to be kept for hours by visits and gatherings in the »Big House« instead of beholding the beautiful scenery.

At 5 o'clock, a great dance began in front of the Big House and in another one at some distance. It was noticed that no one touched the food before ABBA THULLE ate, and nobody slept before he was covered with a mat. The dance lasted the whole night. Women joined in the dancing as well. At times they made a frightening noise. The following afternoon, at 3 o'clock, another spear dance was performed during which the Captain was presented with 4 spears and the aforementioned wooden sword. Above the entrance of the Big House, WILSON noticed some skulls. He asked concerning their significance.

Through the interpreter, he learned that not long ago the people of Artingall raided the place after some villagers had left. They torched, pillaged, and killed. ABBA THULLE returned immediately; the raiders were surrounded and many lost their lives. The skulls are the trophies of some chiefs.

The next morning more dances were performed. In the afternoon, 4 men carried the old high chief of the place on a stretcher to the stone square in front of the Bai. There he handed out pearl money, and a servant, holding it between thumb and forefinger, called out the name of the person who should receive it. WILSON was given two spoons made of tortoise shell joined by a string of pearls which were a type of cinnamon. ABBA THULLE's pearls were made of glass; they were given to RAA KOOK. By the way, ABBA THULLEdid not take part in the ceremony, but sat under a nearby tree and worked on his adze handle. Among those present was MAATH[173]who flaunted two »bones« on his arm.

On the journey back, there was much thunder and rain; they landed at a place called Ara mal orgoo[174] where a spear dance was performed; then in Emillegue,[175] where only after the chiefs had given special permission, the party could go ashore. It was a largetown ,locatedsome distance from the beach. Here, too, they were given food and drink and received honors. ABBA THULLE, apparently out of deference for the equally distinguished chief of that place, remained on board. Pelew was reached not before 10 o'clock in the evening, but no one left his boat or carried something on land until the king himself had gone ashore. Although it was suggested to Captain WILSON to pay no attention to it, he too submitted to this gesture of deference. That night, they slept in the Bailivâiu in a Delui near the sea.

At once a war council was convened and WILSON was asked yet again if he would be willing to help? He replied that he first needed to ask his men in a Ulong. If they were not ill, it would be his pleasure (!) to help again.

They left Pelew on the next day (X. 13), stayed for 1 hour on Ngarekobasáng, and on the very same evening reached a Ulong. RAA KOOK came along. On the 15th, a boat from a Imelik turned up; a woman came ashore, inspected everything and then returned to the men in her canoe. Soon thereafter, news arrived that the people of Artingall had sent peace envoys to Pelew, and all rejoiced. Soon, the king himself came, bringing along his 9 year old daughter ERRE BESS together with 8 other women, among them the king's beautiful young wife by the name of LUDI (see plate III in FORSTER's translation). On October 18, the 3 peace envoys came to visit from Artingall and were kindly shown the weapons with which they had beentreated so badly. On the 21st, the king, for yet another time, brought to mind the pledge regarding the new campaign; he also said that when they returned to England, he would send along 2 of his men. The king likewise promised paint for the new boat and the dinghy sailed to Pelew to fetch it. They brought back red and yellow ocher. The king sent a message that he would soon commence his campaign against Pelelew (Pelíliou) and that during a layover his men would do the painting.

On the 27th, the voyage proceeded south; 10 Englishmen went along. On the first night, they stayed on an island in between, the second, on an island 4—5 miles away from Pelíliou. There, because of the bad weather, they built huts. As it cleared, a segment of the troops crossed over to a nearby island and destroyed plantations, cut down coconut palms, etc. Two Englishmen »destroyed as much as they could.« On the following day, the same work was continued with 3 Englishmen. On the 2nd morning, 2 chiefs returned from Pelíliou with the interpreters; the same brought along 3 more chiefs in the evening. The following morning, ARRA KOOKER went to Pelíliou to make peace. They paid money, released the 2 men from the Malay wreck, and handed over 10 women.[176]ABBA THULLE prompted his white allies to go and see Pelíliou; ARRA KOOKER would come along; he himself could not come since this would do his enemy too much honor. Thus, they went along and saw (probably in Ngardolólok) a wall built above the stone path, 10—12 feet in height, with a stone bench behind from which spears could be thrown, a sign that they were prepared for defensive actions and not for an offensive on the open sea. They found the land to be leveland rich in fruits, and the houses built more attractively than those on Pelew. Only now did the Englishmen learn that the island of ABBA THULLE is called Cooroora; only the town is called Pelew. This too is wrong since the town too is called Goréor and*pelú*, as aforesaid, simply means »place, site«.

WILSON now came to hear the following names of places from where the war boats were said to have come for aid: Emungs, Aramalorgoo, Emillegue, Arraguy, Cooroora, Caragaba, Pethoull; the latter is said to be a small island near Cooroora.[177]

At the end of his stay, WILSON decided to undertake another expedition of 1—2 weeks in order to determine the number of islands. But the crew, which in the case of a merchant vessel is set free after a shipwreck and only voluntarily recognized WILSON as their Captain, pressed for their departure. On November 6, WILSON, through the surgeon and his brother, sent a message to the king that the Englishmen would set sail in 6—7 days time. As promised, they brought along all now unnecessary tools in order to make them a gift for the king; the rest and some firearms should follow eventually. The delegation met the king on their way to a Ulong and since they were near Ngarekobasáng and the weather changed for the worse, they remained for the night on this island. There they entered the »Big House« on the beach, and presents were placed on the ground before the king. He distributed them among his chiefs, and dinner was served by torchlight, during which no one touched the dishes ahead of the king.

The next day, they sailed to a Ulong. There preparations for the launching of the ship were undertaken.[178] The dealings of the whites and blacks ended with a big lie on the part of the Englishmen. A sailor, MADAM BLANCHARD, had for some time already announced his decision to stay behind with the Palauans. All powers of persuasion on the part of the Captain and his comrades could not discourage from his resolve. Thereupon, Captain WILSON explained to the king that, in gratitude for their hospitality and kindness, they would leave behind one of their men in order to look after the rifles and cannons which they will leave behind with them. Could he not have told the full truth?

On November 9, the ship was launched in the sight of marveling natives. It was christened Oroolong (a Ulong), after the island on which they had been living. ABBA THULLE was given the remaining tools. He dubbed Captain WILSON Rubak I. Class and awarded him the »bone« Klilt, and the bangle of valor on his left right arm, since he was right-handed. A solemn investiture took place. Finally, ABBA THULLE asked WILSON to bring along his second son LEE BOO to England; one of the Malays of Pelíliou should accompany him as servant. WILSON gladly agreed. On Wednesday, the 12th of November 1783, the new ship left the beach of a Ulong escorted by numerous native boats that showed it the way through the reefs, which was not particularly easy due to the draft of the ship caused by the king's generous bounty of fruits and food. The king himself stayed as long as possible on board with his son, and then affectionately bade him goodbye. The last to leave the ship outside of the reef was RAA KOOK.

On November 30, the ship had reached Macau. When LIBU saw the large ships of the Portuguese, he called out klou, klou muc klou; he showed even more amazement when he entered the first house on dry land, where he found a large festive table ready

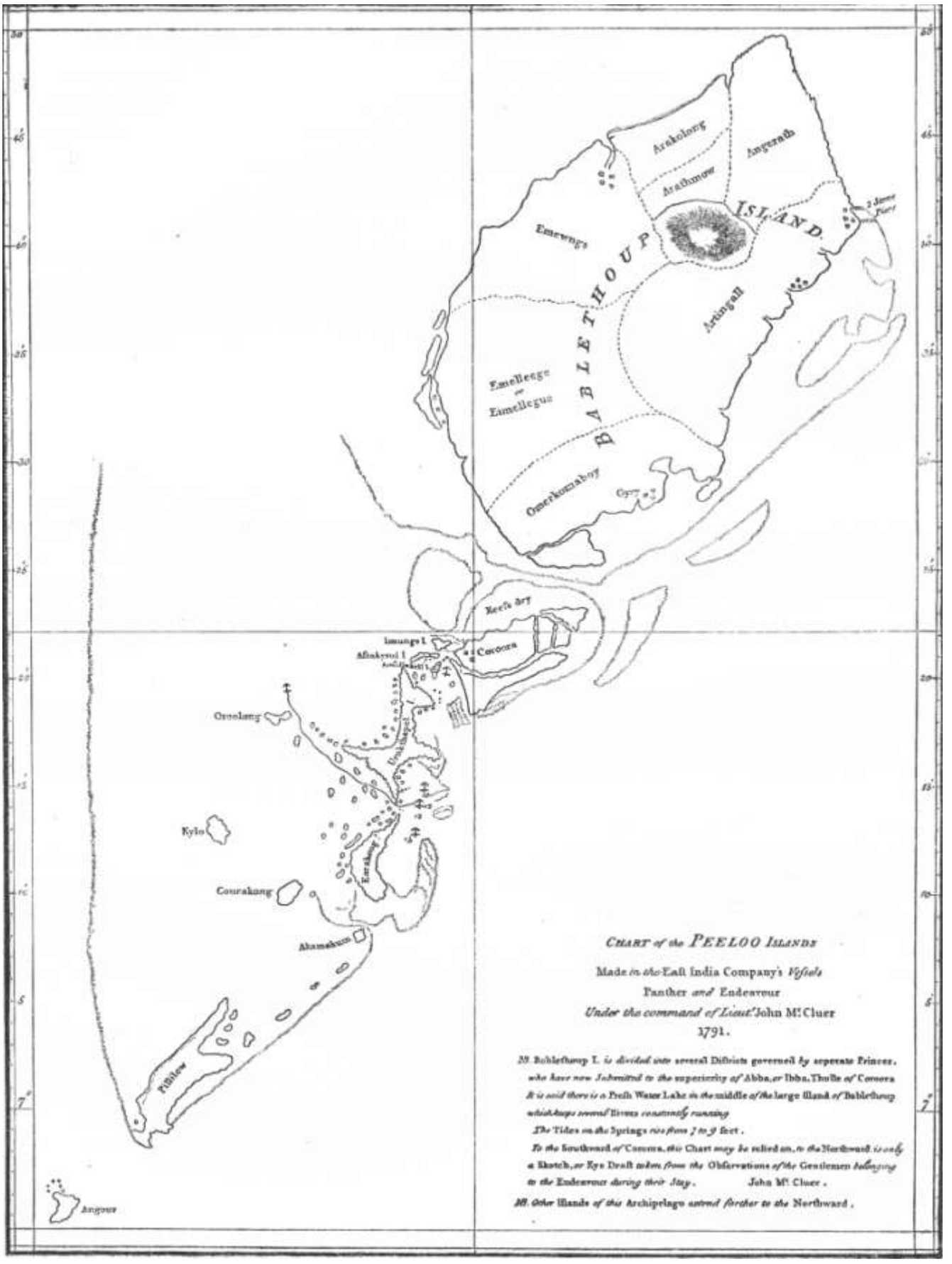

Arakolong
Angerath
Arathmow
ISLAND
Emewng's
BABLETHOUP
Artingall
Emellegue
or
Lamelleguz
Omerkomaboy
Reefs dry
Imungs I
Afinkyuul I
Coroora
Oroolong
Kylo
Courakong
Abamekuus
Pililew
Angour
CHART of the PEELOO ISLANDS
Made in the East India Company's Vessels
Panther and Endeavour
Under the command of Lieut.t John Mc Cluer
1791.
39. Bubblethoup I. is divided into several Districts governed by seperate Princes,
who have now Submitted to the superiority of Abba, or Ibba. Thulle of Coroora
It is said there is a Fresh Water Lake in the middle of the large Island of Bubblethoup
which keeps several Rivers constantly running
The Tides in the Springs rise from 7 to 9 feet.
To the Southward of Coroora, this Chart may be relied on, to the Northward is only
a Sketch, or Eye Draft taken from the Observations of the Gentlemen belonging
to the Endeavour during their Stay. John Mc Cluer.
38. Other Islands of this Archipelago extend further to the Northward.

Fig. 10.

laid. The way he conducted himself in front of a large mirror is rendered on the cover of a small booklet[179] that tells of his short life. KEATE, who so carefully wrote down the story of the »Antelope« according to diaries and reports of the members of the expedition, also ends his work with his biography (ch. XXVII). LIBU was brought to England, where he went ashore on July 14, 1784 in Portsmouth. KEATE got to know him in WILSON's house in Rotherthithe. He attended a school. In mid-December, LIBU contracted smallpox. He died on

(1784)

December 27, 1784. He was buried in the churchyard of Rotherthithe where the India Company erected a monument in his honor.

KEATE's account here is very detailed since it caused a sensation all over Europe at that time; above all, as it is recalled in the old J.H. CAMPE'S travel accounts, it was the young people who devoured this story especially. He furthermore presents many important facts about the Palau Islands, which became essential for any acquaintance with this archipelago (see p. 138).

When LIBU, who was much loved by the Englishmen, had died, the Company decided to give notice of his demise to his royal father. It sent orders to Bombay to equip two ships for this purpose.

(1788)

It took 6 more years before this plan came to be realized, and in the period in-between took place another expedition by Cpt. Meares, of which hereafter on p. 127 is told that the natives asked about their prince, without, however, being understood.

(1790)

Finally, on August 24, 1790, the »Panther« and the »Endeavour«[180] set sail under the supreme command of Captain **Mc. Cluer**, accompanied by the Lieutenants JOHN WEDGEBROUGH and ROBERT WHITE, who both, as midshipmen under WILSON on board the »Antelope«, had been to Palau. On the Sunda Islands, they took on

(1791)

livestock, grain, plants, and seeds for the Palau Islands. On January 22, 1791, they reached the most southern island of the archipelago, soon found a passage, and anchored within the reef belt 3 km from land.[181]

The natives recognized both old friends. In the evening, ABBA THULLE arrived. When he saw the Captain in the dark on board the Panther, he

immediately reached for and touched his left wrist in order to see if he still wore the Klilt, and only calmed down when he saw in the light of the lantern that it was not WILSON after all. First, he was very sad about the death of LIBU; of the Englishman BLANCHARD, he reported that he was killed fighting against Pelíliou 5 months earlier together with many of his relatives, among them ARRA KOOKER, RAA KOOK, his son QUI BILL, and ARRA ZUK, i.e., the best friends of the English.

The reason for this was the alleged theft of the copper plaque on a Ulong, on which WILSON immortalized the presence of the Antelope crew. Soon after the departure of the »Oroolong«, BLANCHARD took off his clothing and got tattooed in the traditional Pelau style.[182] He had a wife but no children; it was told that he had lived a licentious and dissolute life that did not do honor to the white people.

On the 25th, they dropped anchor at Oroolong (a Ulong) where WEDGEBROUGH found everything overgrown; on the 26th, they sailed to the port of Amallikala (Malágal) where the king of the island liked to reside. There they unloaded their gifts: four pregnant heifers and two bullocks,[183] two ewes and two rams from Bengal, eight goats and two male goats, five sows with young and two boars from Bombay, two geese, three ducks and a wild drake from Benkulen, two hens and a rooster, eight turtledoves and two parrots from Allas, as well as weapons, ammunition, metal ware, grindstones, shovels, saws, etc. ABBA THULLE buried himself in deep thought for an hour before he proceeded with the distribution of the goods among the Rubaks. The Malay SUGEL was still alive and once again acted as interpreter; he had started a family with 4 children.

On August 31, the Englishmen, in a solemn procession of boats, paid a visit to Kurura (Goréor); the natives rowed in step with their boat chants. Here, for the first time, one hears of the admiration for the public buildings, the Pyes (*bai*). In fact, mention has been made of it: »Since the Antelope was shipwrecked here, a new building of this type measuring about 60 feet in length had been constructed,« etc. When in the following days the Indian soldiers of the ship held their drills in front of the king of Malágal, he wished that they would march against Artingall (Ngatelngál) just like before. But this time, they talked him out of it.

When they praised his land and its fertility, ABBA THULLE, in a polite and grateful manner, told that all belonged to the Englishmen, whereupon they at once planted the English flag and claimed the land for England. Soon thereafter, they laid the foundations of the fort on Ngarekobasáng (see chart, fig.II) which they christened after the governor in Bombay Fort Abercrombie.

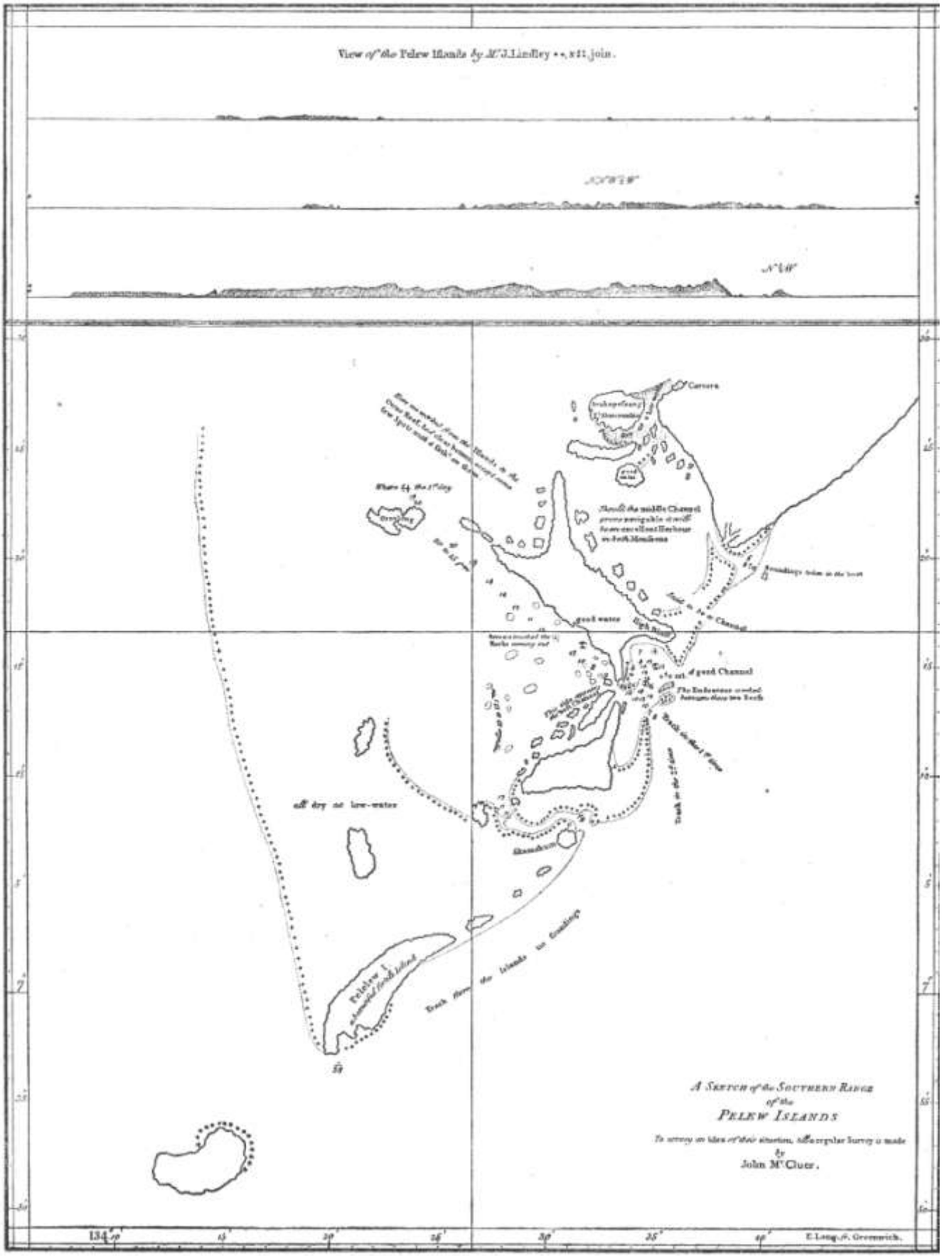

View of the Pelew Islands by M.r J. Lindley 1783 join.
Carrora
Should the middle Channel
good water
Track in the Channel
Track in the Middle Channel
all dry at low-water
Pelelew I.
Track from the Islands to Timoleg
A Sketch of the Southern Range of the
PELEW ISLANDS
To convey an idea of their situation, till a regular Survey is made
by
John M.r Cluer.
134°
E. Long.e from Greenwich.

Fig.11.

On the 2nd of February, the decision was made that the »Panther« with MC. CLUER should sail to China in order to dispatch from there a report to India, while the »Endeavour« under Captain JOHN PROCTER shall stay behind so as to instruct the natives in the skills of the white men, like cattle raising, etc. On the 3rd, the eastern entrance into the port of Malágal was discovered from inside by using a boat; the port was then surveyed as shown in the chart in fig.I2. Before long, emissaries from Artingall arrived asking for peace and bringing a piece of money. ABBA THULLE presented to Captain MC. CLUER one of his sons together with other natives to sail with them, and MC. CLUER left a young 8 year old English boy with him. As a farewell, MC. CLUER and WHITE were awarded the Klilt order. Two men and two women from Goréor embarked on the journey; they cried a lot even though they themselves wanted to travel along, and a mother cut off three curls of hair from her departing daughter. Some passengers returned after all to land. The ship left mid-September through the Kesebokú entrance.

When MC. CLUER was on his way, ABBA THULLE once more approached with the request for help against Artingall: »After sitting down in the appropriate manner and order, they remained absorbed for some time in silence and somber earnestness« so that Captain PROCTER initially thought they were affronted. When asked, however, a sly smile appeared on the lips of the High Chief. The High Commander MC. CLUER had given orders to PROCTER not to provide such help; although the king looked sad and requested that at least one boat full of Englishmen, who should only intervene when the enemy was pursued, should participatein the battle, PROCTER deferred.

HOCKIN continues on p. 48:

»Artingall[184] and Emmeleigue[185] together form a single island, which is the largest of the group that is called Babel-Thou-up;[186] this island is divided into different districts and governorates, among which Artingall is the largest; the capital of this island is called Malligoyoke.[187] There, the king resides who bears the title Erikli[188] and is constantly involved in war with ABBA THULLE.[189]The next district is Angrart,[190] whose chief holds the title Ikari[191] and maintains friendly relations with Kurura[192] and Emmeleigue. These are the most eminent and largest districts of the Babel-thou-up which measures a circumference of about 60 English miles.[193]«

»These islands are ruled by some chiefs holding the title Ukalit[194]

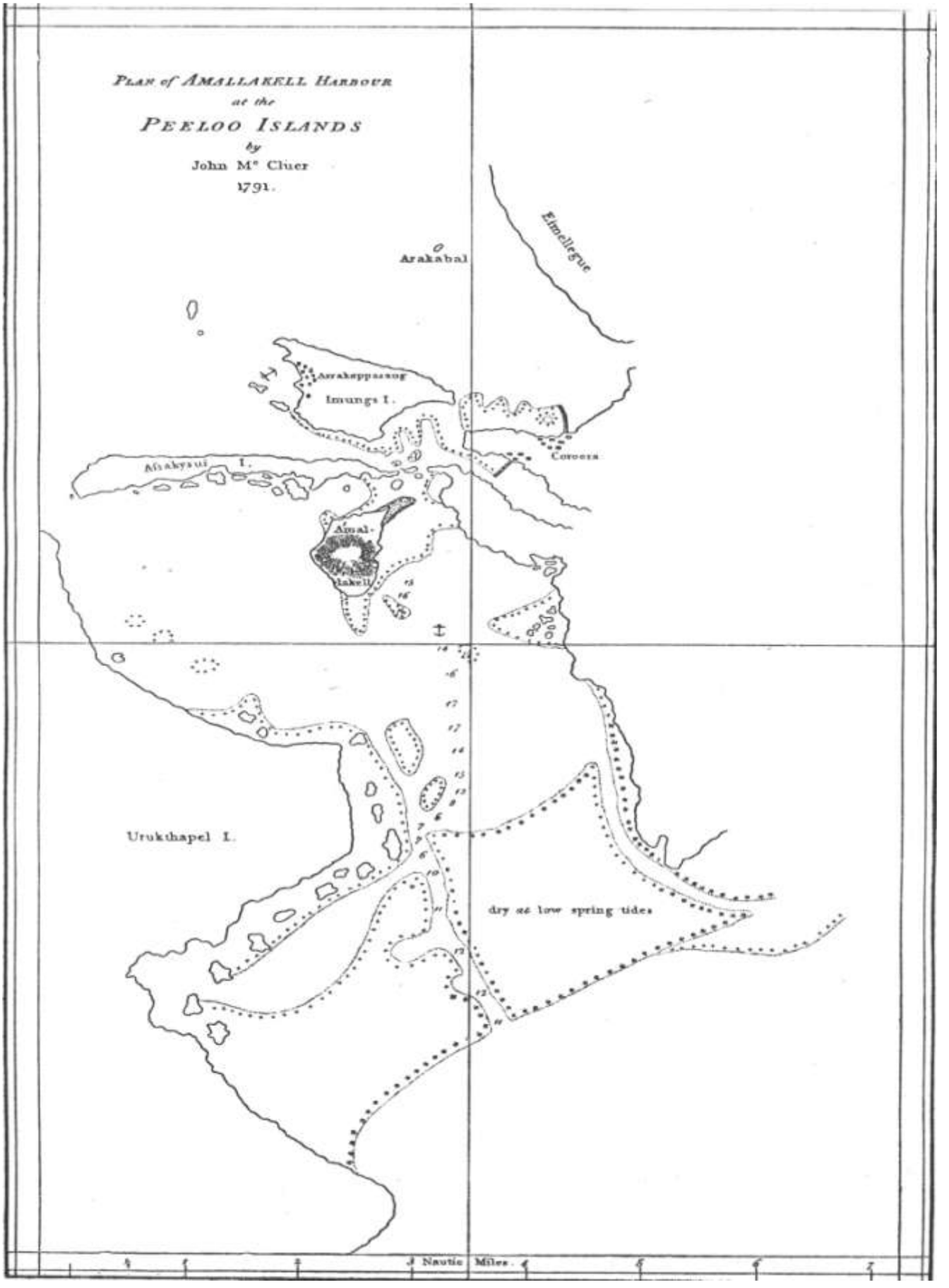

Plan of Amallakell Harbour
at the
Peeloo Islands
by
John Mc Cluer
1791.
Arakabal
Elmellegue
Arrakeppassog
Imungs I.
Coroors
Amal-
lakell
Urukthapel I.
dry at low spring tides
Nautic Miles.

Fig.12.

who are highly regarded, especially the one who resides in the town or district north of Kurura that is called Iri.[195]«

»The island on which ABBA THULLE resides is called Eri-Kli-Thu,[196] and its capital, Kurura.«[197]

This is a portion of the findings and studies which the Englishmen undertook during the 4-months absence of the »Panther« and which were recorded in the charts, fig.10—12. The three Pelau men returned with the »Panther« after they were spared from illness by means of smallpox vaccination; they told their countrymen of many new things.

ABBA THULLE now approached Captain MC. CLUER with his request for assistance, who this time indicated his willingness. On March 16, he dispatched the long boat with a six-pounder, two swivel guns, and ten soldiers armed with muskets under WEDGEBROUGH's command to Goréor. In addition, 20 Sepoys and the surgeon NICHOLSON came along. The following evening, the fleet sailed to a Irâi, where already 200 canoes had gathered; on March 18, at 2 o'clock in the morning, they arrived south of Melekéiok and waited until dawn. ABBA THULLE sent an envoy for negotiations to the enemy. At 7 o'clock, the long boat carrying the king met up with the fleet that probably waited near Nggësár. In order to speed things up and to intimidate the enemy, the Englishmen were ordered to fire 40 shots into the air. Soon thereafter, a boat quickly approached from land; proudly raising their oars, the emissaries glided through the fleet to the boat of the king. Here they stopped for about 5 minutes and remained absolutely still until one man asked if he was allowed to speak to the king, upon which negotiations were opened. They offered money as sign of peace, which, however, was not accepted. Now ABBA THULLE made his demands with reference to his foreign backing, at which point the other boat returned. At this time, the main fleet joined up with the advance party which lay in waiting only one nautical mile from land in order to be able to conduct negotiations directly at the landing site. They proceeded to the end of the pier head.[198] Thereafter, negations progressed quickly and came to a conclusion. After that, the Englishmen, accompanied by 500 armed men from Goréor, visited the city of Melekéiok; the king alone remained at the pier head, guarded by an Englishman.

When the marching troops accompanied by Pimum came very close to the stone pavement, RUKELLEI,[199] the »friend« of Captain PROCTER, arrived and urged them not to advance further since he feared of treachery. Soon afterwards, a messenger

ofABBA THULLE arrived directing them to return immediately, which they indeed did. They found the king alone in negotiations with some Rubaks; above all, he himself seemed to have been worried. For that matter, he slept on land, but heavily guarded by the light of torches. In the evening, the English launched some rockets which caused great bewilderment. Not until the next morning were negotiations finally concluded. Thereafter, the king, together with the Englishmen and his entourage, carried on to the village square where one side was reserved for him. WEDGEBROUGH and the first Rubak of Melekéiok had a dialogue filled with sounding phrases, followed by general silence.

»The chief placed a ball into the hand of a Rubak, who, with great care, covered it with his hands, and then slowly, with his body leaning forward, as it is customary, approached king ABBA THULLE; then he said something in a low voice, which, as it seemed, was met with applause by the assembly; then it appeared as if he wanted to hand over the ball to the king, and ABBA THULLE seemed to be about to receive it, when the former suddenly withdrew his hand and asked if such a prized gift would not hold out the prospect of an award for its bearer? At once the king gave him a Chinese ball of a smaller size; as soon as the Rupak had received the same, and not earlier, he placed the precious offering into the hands of ABBA THULLE who retreated a little.«

The Goréor party then left. When they arrived at a Bai located farther to the south and ABBA THULLE was seated, WEDGEBROUGH asked to see the money that had caused such an effect. He was allowed to touch it, but warned not to drop it, since then it was no longer permissible to pick it up. It was yellow, about two inches long, one inch wide, in the form of a wedge; at its lower part were two holes for pulling through a thread.[200] After indulging in *ailáot* drinks, the boats departed, and only ABBA THULLE stayed behind with little cover to wait for hostages—three men and two women. A Rubak from Goréor also remained with the entourage in Melekéiok in order to tell the arriving Englishmen that the people of Ngatĕlngál were now the friends of the English.

(1792)

On June 27, 1792, both ships left the Palau Islands to explore the coasts of New Guinea. Three natives boarded the ship while two ship's boys stayed behind. The voyage headed via the northern coast of New Guinea to Amboina, where the ships took on new provisions, and on October 10, sailing eastwards, once again visited the northern coast. The MC. CLUER gulf bears witness to the successful explorations. The surgeon NICHOLSON was slain by the Papuas while bartering in the boat. Then they sailed via New Holland to Timor, where yet another of the ship's officers and a Palauan died. Then, on the journey to Benkulen, the young Pimmu died on April 27, 1792. Via the Sulu Islands, the journey led back to Palau, where

(1793)

they arrived again on January 20, 1793. In the meantime, ABBA THULLE had died in October of 1792; he was succeeded in the kingship by KLAU-ARRA-KUKER ANGUSWANGAA.

At that time, MC. CLUER sent off Captain **Procter** with the »Endeavour« to China; thereafter, he himself decided to remain in Palau and assigned the command of his ship in early February of 1793 to WEDGEBROUGH, who set sail on February 4. He wrote to him that »in this way, he believes, it is not only to render a service to his father land, but to the whole world, as it is his intention to further develop the beautiful facilities of these noble-minded Islanders. For this ultimate purpose, he requestedthe following items of expendable ship's stores, namely: 20 shotguns together with bayonets, 12 pistols, 2 double bladed hatchets, and 12 battleaxes«, as well as ammunition, including 8 chests of gunpowder. All that clearly indicates that he himself wanted to rule among the natives. There is also no doubt that the willingness of the Palauan women in gratitude for assistance in the war confused the Englishmen. Disillusionment was inevitable. After 15 months, MC. CLUER's stay had become unbearable; together with 3 Malays and 2 »slaves« he sailed in a boat to the Philippines, and then to Macau where he arrived in June of 1794.

After he had recovered from a severe illness, he bought himself a ship, and once again sailed to Palau in order to fetch »his family and fortune» as during his stay a son was born to him. A whole bunch of natives, among them six to eight women, joined them. When he met a ship from Bombay on his return journey, he sent his family together with Palauan women there. He himself sailed with the rest of the Palauans to Bengal.

(1794)

All that remains known is that he continued his journey from there, but not what became of him. It is curious that when Captain WILSON arrived in 1797 in Bombay, only three of the Palauans with the names of RIMO, KOKILLA, and KOKATHEYwere living in Mazagaum, 3 miles off Bombay, with the family of Lieutenant SNOOK. WEDGEBROUGH pleaded with him to finally send them home. This was soon thereafter realized by

(1798)

Lieutenant **Snook** on board the »Warley« which happily reached Palau with many gifts in 1798, returning the displaced people to their overjoyed relatives. In turn, he took along the Chinese who was left behind by MC. CLUER.

Thus ends the English drama that for 15 years (1783-1798) surrounded the history of Palau.

The narratives, however, of those who participated in it provided so much important information about the earlier time of the indigenous people that a detailed presentation was unavoidable.

Captain SNOOK incidentally learned that in the years thereafter, two foreign vessels, among them a Spanish ship, visited the archipelago. It must be assumed that in the period following, trade with trepang, shark fins, pearl shells, etc. attracted many merchant vessels, as it is equally reported by CHAMISSO and SEMPER.

(1802)

When Captain NATHANAEL**Tukker**,on a voyage to China in the year 1802, came upon the islands (though without dropping anchor), he was told of 4 merchant ships; among them was probably JAMES WILSON in 1797 (see below, p. 128).

Palau had been opened up to world trade.

The one non-Spanish ship that was mentioned to Captain SNOOK was probably not a merchant ship but t

(1788)

he expedition of Captain JOHN**Meares**,[201] whose own ship »Iphigenia«, on April 3, 1778, made contact with the natives for a few hours without anchoring. The expedition was comprised of the ships »Felice« (Captain MEARES) and »Iphigenia« (Captain DOUGLAS). Apparently, they were U.S.A. ships sailing southward via Hawaii, China and the Philippines to the coast of New Guinea, where the Felice, north of Waigiu, discovered the Ajoe Islands, which, after an exclamation of Papuan natives, were named Tati. On the route going north, they came upon the Freewill Island which had been discovered by CARTERET and is said to be located at 5˚ 6′ N, 136˚ 35 E, but where in fact no island is to be found. If the latitude is accurate, it could only be Sónsorol.

Instead of proceeding northward, MEARES traveled to the east and then, between Ifaluk (de Cata) and Lámotrek (Lamarok), and without catching sight of land, turned north again. However, Captain DOUGLAS, on board the »Iphigenie«, set a western course and on April 3, 1788 spotted the Palau Islands. Canoes emerged. For one hatchet and 2—3 knives, the natives gave all the taro and coconuts they had brought along. They shouted “English” and “Moore” (probably “mora,” which means “come here”) and occasionally one could hear the call “Eeboo,” which the visitors did not understand since they had no knowledge of the WILSON expedition. It could only have been inquiries into the whereabouts of Prince LIBU. When some nails were lowered, they natives took them without giving anything in return. Thereupon a musket was fired over their heads. They jumped into the water and hid under the outrigger. The other boats remained calm. DOUGLAS did not find a harbor and thus, despite his shortage of wood, sailed on.

Undoubtedly he stayed near the coral island of Nggêiangel since at noon his latitude was 8˚ 20′, and the information is given that in 5—6 leagues south in the direction E ½ E, elevated land was seen, probably Babldáob, which DOUGLAS in honor of a friend christened Moore’s Island. He called the two coral islands he sighted Good-lookout Islands. It remains doubtful if at that time indeed only two reef islands existed; the text simply reads: from the first to the last stretches a reef running 11—13 leagues in a NW direction and 5 leagues beyond the second island. Since the ship was positioned WSW ½ W and 3—4 leagues off the island, only the two northern main islands, Nggêiangel and Ngariúngs, could be seen from it, while Ngarapalás and Gorak remained out of sight. The captain had not even the time to determine the number of islands, and

one wonders why these men sailed the seas. Such expeditions were useless and pointless for general knowledge!

(1797)

Likewise, **James Wilson** on the »Duff«[202] did not achieve anything new; while he intended to touch upon the Palau Islands in order to see if they would be good mission areas, his objective remained unfulfilled. At noon on November 6, 1797, at 7° 31′, he was eight miles off the east coast of Babldáob. At 3 o'clock, he was two miles away from the reef, opposite the southern part of the region of »Artingall«. One could see 200 people gathered on the beach. It thus could only have been the territory of Melekéiok, since only there, and nowhere further south, is an open sandy beach found. About a dozen boats approached. As a sign of peace, a piece of white cloth mounted on a staff was waved. Even with the help of H. WILSON's vocabulary, communications could not be established, which is completely understandable. The natives wished for the ship to drop anchor in NW, but no anchorage could be found and MC. CLUER'S charts were not available to them. They were presented with knives, mirrors, etc., and in gratitude tossed some coconuts on board before returning home. On the journey north, WILSON, like the discoverer DON BERNARDO DE EGUI (see above pp. 78 and 97), saw 3 small islands enclosed by a large reef, Ngaregúr and Ngarekeklâu, which from afar looked as if they were three, and in advancing spotted two more islands. Regarding Nggêiangel, he fared like the aforementioned MEARES!

(1806)

SEMPER I, p. 14, says: »It is notorious that in the first three decades of our century a great number of Spanish ships sailed to Coröre, the main port of the group of islands for trepang«, etc. (see »Lion« 1803, p. 134).

Almost nothing is known about these ships and their adventures. CHAMISSO'S accounts were already mentioned above, and **Horsburgh**[203]reports that in 1806 two ships, »Mangles« and »Anna«, passed the SW tip of Ngeaur at a distance of 1—3 miles.

Also important is the voyage of the ship »Navio Filipino« under the command of Frigate Lieutenant DON

(1800)

JUAN**Ibargoitia**.[204] On August 27, 1800, the ship, at 8° 26′ 32′′ and 134° 50′ east of London[205] and north of the Palaos, sounded coral rocks in 15 fathoms. In the south-east, 5 miles away, some small islands could be found. The ship did not stay any longer, sailed south, and on November 21 arrived at the central Palau Islands, where it remained until the 25th after unsuccessfully searching for anchorage with the purpose of taking in water and provisions.

»During the day, they cruised near the island, and were almost constantly visited by the natives of the island. The unselfishness and generosity with which

they provided the visitors with said items, the candor with which they dedicated themselves to barter, and the few annoyances they caused, provided the visitors with a favorable image of the kind character of these Indians.

The replenishments that the natives usually brought were fish, coconut, plantains, and some root vegetables. They learned from the inhabitants of the island that the king, who resided on Coror, the only one with an anchorage . . . . The island of Pelew was located S and E of Coror. Of all islands, Niaur was the most southern. Apart from these three, they saw others which extended NW and NE of them.«

Thereupon, the travel accounts tell of positions and present a critique of ROBERTSON's chart. To be followed by:

»The island of Pelew is located NNE of the island of Niaur, which is the most southern of them.[206] On the 24th, the ship negotiated between them from W to E«, and sailed *sobre bordos* along the coast around the southern part of Pelew at a distance of one mile without finding the bottom. We learned that this island has a small population on its SW part. For the purpose of taking on water, the boat was sent to the southern coast of the island; but since the crew, due to the shallowness of the water and the strong surf, could not get closer than 2 cable lengths to the seashore,[207] they made use of the native canoes to bring the barrels to the shore. The natives helped with great enthusiasm and kindness in this work, although in vain; they escorted the barrels more than half a mile into the bush, but since they only found a hollow[208] with little brackish water, the attempt was aborted.

In the morning of the 25th, they sent off a boat with the ship's pilot in command to search for anchorage at the island of Coror and to negotiate with the king about the supply of food. Soon after they had departed from the boat, they noticed that they were above a shallow and sounded 12, 13 and 14 fathoms with sand and stones.

They called out for the boat, and directing it bow-ahead at a WNW course in order to take a sounding of the channel that is formed by the islands of Pelew and Niaur, they came free at one thirty. At once they headed for Cape San Agustin, having enough of these dangerous islands.

In fact, this expedition merely discovered two shoals, the one of Ngáruangel and the one in the Ngeâur Channel, i.e., Gëúgël-Makáep, the well known place of legends (see Part VII, History of Tëlámes). IBARGOITIA did not find the Kesebokú entrance to the harbor of Malágal that had previously been used by MC. CLUER for his way out.

(1801)

The second voyage by the same Captain in the following year (1801) did not take him

to Palau, but led to the discovery of some islands of the Central Caroline Islands on April 8 and the following days.

Sóug (San Bartolomé)
Póloat (Isla de Kata)
Pólap (Islotes Mártires)
Ólol (Isla Anónima)

} See ESPINOSA, l. c., p. 30.

While HENRY WILSON in 1783, Captain DOUGLAS in 1788, MC. CLUER from 1793—94, JAMES WILSON in 1797, IBORGOITIA in 1800, TUKKER in 1802 (see MC. CLUER), and MODESTO in 1809 (see p. 132) had good experiences with the natives, their later behavior does not seem to have always been flawless. HORSBURGH[209] reports in this regard: »In the past, the natives of the Pellew Islands used to show more hospitality towards the Europeans, but now it seems to be necessary to take precautions against treachery when a ship touches upon the
(1823)
islands, for the reason that on March 31, 1823, WALER**Syren** and Captain **Coffin** were almost trapped while passing the most southern island. About 30 large sailing canoes, 6—10 men in each, approached the ship, and soon 100 men came onboard in a friendly manner; but when they saw an opportunity, since only a few of the men on the Syrene were prepared for such an event, the Islanders suddenly attacked them. After a desperate fight, the latter were driven off the ship but not before 37 members of the crew were wounded and two petty officers were killed.«

This was done most likely by the people from Pelíliou who later on, as can be seen from HOLDEN's report, etc., also behaved like pirates, most probably because the Goréor people took everything for themselves and the people in the south came up empty handed.

In the centuries before and after COOK, a number of smaller, less known vessels discovered most of the Caroline Islands insofar as they had not already been discovered (which in most cases remained unknown). There were above all the expeditions of the Russians and the French, such as A. KRUSENSTERN from 1803—06, V. KOTZEBUE from 1815—17 and 1823—26, FREYCINET from 1817—20, DUPERREY from 1822—25, LÜTKE from 1826—29, and DUMONTD'URVILLE from 1826—29 and from 1837—40, who visited and explored the Caroline Islands in the first three decades of the 1800s. But none of them set foot on Palau, and so their voyages will not be discussed here. There are three exceptions. It must be pointed out that, like **Krusenstern** in his Hydrographische Memoiren (see Litt.), **Dumont d'Urville** in his Atlas der Hydographie and travel journals recalled the Palau Islands. While the former never set eyes on the archipelago, DUMONT visited it by order of the King.[210] He was ordered to stay from May 20 until June 5, 1828 on one of the Pelew Islands so as to make observations. When the
(1828)
»Astrolabe« arrived in stormy weather and with a sick crew on June 7, 1828

at Angour, DUMONT preferred to follow the western coast during which a chart of the archipelago was recorded. Already the next day he left the waters of Palau.

(1839)

Also on his second journey,[211] DUMONT remained near the group, this time at the east coast, only from noon until dusk on the 15th of January 1839. Between Urukthapel (Ngurukdapel) and Earakong (a Ilmalk), he spotted an entrance (the Sar entrance), but doubted whether or not it could be negotiated. The entrance farther to the south (Denges), which like the Sar had already been discovered by MC. CLUER, struck him as better.



Fig. 13.
Carte de la Partie orientale des Iles Pelew par Mr. Guilbert, from Atlas der Hydrographie. Plate 36, of the voyage of the Astrolabe under Dumont d'Urville.

At four o'clock in the afternoon, 3 sailing canoes emerged from the southern tip of Pillilew (Pelíliou); in each were 15—20 men with betel colored mouths and combs in their hair made of human bones. Without hesitation, they climbed aboard. Among them were the two Malays who had been driven ashore here eleven months earlier in a boat carrying 7 men. Their captain is said to have been killed by the Palauans. Only by force could DUMONT free them from their captivity (see p. 135).

Finally, the voyage of the Russian OTTO VON**Kotzebue**, 1815—18, on the brig Rurik, demands our attention, because of the fact thatit was joined by ADELBERT VON**Chamisso**. His »Bemerkungen und Ansichten«[212] contains a section with the heading: »On our Knowledge of the First Province of the Great Ocean.«Here, he tells succinctly of the letters in the Lettres édifiantes (see above). Then he gives an account of his own recordings (cf. chart, vol. 3, p. 86). »These sources contain information from our friend and companion KADU and from D. LUIS DE TORRES on Gajan, which follow CANTOVA'S chart and letter

(P. 87): »KADU, a native of the Ulea (Voleâi Kr.) group of islands in the south of Guajan, not of noble birth, but an intimate friend of king TUOA, who often sent him to other islands to attend to his affairs, on earlier journeys had come to know the chain of islands which has dealings with Ulea, stretching in the west up until the Pelew Islands, and in the east up until Setoan. About to set out on a journey from Ulea to Fais together with two fellow countrymen and a chief from Eap who wanted to return to his fatherland, the boat was driven off course by storms.«

CHAMISSIO found him in 1817 in the very east of the Ratka Islands, on Aur, and brought him along aboard the Rurik. Drifting for 8 months, he and his fellowman EDAK, whose chart is reproduced in V. KOTZEBUE, vol. 2, p. 88, were washed ashore in Ratak. At that time, Ratak was well known even among the people of Yap. KADU told of the depravity he found on Palau. He wanted to travel onboard the Rurik to Europe in the hope to be sent back from there, »since the trade leads our ships regularly to the Pelew Islands, from where boats travel regularly to Ulea.«

(1814)

(P. 95): »DON LUIS DE TORRES brought us faraway news from a towering, large island whose name is unknown, and which was seen on December 10, 1814 by the brigantine SAN ANTONIO DE MANILA under Captain MANUEL DUBLON at 7˚ 20´ latitude north, 151˚ 55´ longitude east on a journey from Manila to Guam. A very high

(1808)

mountain rises on it.« Without a doubt, this is Palau. »On Guajan, we learned that in the years 1808 and 1809, the **Modesto** from Manila under Captain MARIA FERNANDEZ intended to visit the Pelew Islands to collect trepang, but initially missed the same and came in sight of Feis. When thereafter the MODESTO actually reached the Pelew Islands, a native of Feis with whom one had dealings at sea was found there. In order to carry on the trade, he had sailed there ahead of the ship.«

Furthermore, LUIS DE TORRES, departing from Guam in 1804 on the »Maria« from Boston, visited Voleâi;[213] there, with the help of the old seafarer, he sketched a map of the islands, »of which the correspondence with CANTOVA's map, who was not known to him, is striking«, as CHAMISSO reports; he reproduced this map in his 3rd volume on p. 85. However, since this map, as well as the map of EDAK regarding Palau, do not offer any new information, I refrain from publishing them here. The names, however, are dealt with in the index of names.

The recordings made by CHAMISSO and TORRES are excellent and by way of their comparative presentation deserve the highest praise. Only now, after the research on the names found across the entire Caroline Islands by the Hamburg Expedition became a major concern, is it possible to explain almost all of the many names that are found on the charts from 1697, 1705, 1710, 1712, and then

on those with CHAMISSO. At the end of the chapter on the history of the discovery [of Micronesia], I will present a compilation of all names so as not to disturb the flow of the narration. Therefore, please refer to the index of names. Below is yet another statement of CHAMISSO at the end of his treatise: »The Caroline Islands.«

»CANTOVA draws a forbidding picture of the natives of the Pelew Islands (Palaos, Panlog). According to the information he gathered, they are hostile cannibals. In the accounts of the grateful HENRY WILSON, who owed his return to his fatherland to their generous hospitality, the same appear in a more favorable light, endowed with all virtues—and their deed proves that they indeed exercised most of these virtues. Like WILSON, we live among these people, see with our own eyes, and judge for ourselves. Since WILSON, the English, Spanish, and Americans, without interruption, visited the Pelew Islands; several Europeans settled there, and trepang is incessantly collected on the reefs for the market of Canton. KADU from Ulea had visited the Pelew Islands and on the basis of his judgment we can reach a comparison of both people. The comparison, like the judgment of our friend, proves unfavorable for the natives of Pelli. KADUis particular critical of the fact that he sawtheir private parts totally exposed so that, like animals, they satisfied their natural desires in plain view. This created in us the image of licentious depravity, in the same way as it can be found on the Sandwich Islands. Several pamphlets, in which a Spaniard in Cavite, who spent nine months on the Pelew-Islands, tells us of these islands, are vilifying but not judgmental. He impressed us less than our upright friend, whose accusations, among other things, he repeats laboriously. The husband has relations with his wife in front of everybody, and all are willing to hand over their wives for a pittance, etc. . . . . But he too accuses them of eating human flesh, and hardly considers them human. We put down his sad text after barely mentioning it. These are not anymore the innocent, unsuspecting friends of WILSON. What they had learned from us did not make them better.« — — —

One can see that in the very same way CHAMISSO was wrong about the people of Ratak, WILSON was wrong about the Palauans. What does not go unnoticed by a fellow native remains hidden from the eyes of the white man. Unfortunately, the account of the Spaniard is not better known. Therefore, we are grateful to our poet CHAMISSO for such important information about that time.

(1830)

Around the year 1830, a vessel from Manila was in the farthest north of Nggêiangel, of which SEMPER told.

Between DUMONT D'URVILLE's first and second voyage, another drama unfolded. In 1832, Palau once

(1832)

again became the center of attention for the rest of the world. An account of these events was published in 1836 in Boston as a booklet by the rescued HORACE**Holden**. The vessel »Mentor« with Captain BARNARD hailed from New Bedford. For several months, the stranded crew had to hold out until they escaped in two sailboats. They reached

Tobi. While the Captain escaped on a ship, his sailors had to endure great pains. Six perished and only two escaped with their lives. The account was given by HORACE HOLDEN (see Litt.).

The »Mentor« sailed via the Azores around South Africa to the Sunda Islands. Before reaching Timor, it entered the Pacific; storms raged. On May 21, 1832, at 11 o'clock at night, it suddenly ran aground. At daybreak, the crew spotted land 20 or 30 miles to the east. Before long, natives drew near, naked, bizarrely tattooed, and each one armed with a lance and a club. Their hair was shoulder length and their teeth blackened from betel nut chewing. They carried off everything they could get hold of, and thereupon bid the rest of the shipwrecked crew[214] to come to their island. The men left the ship in one of their boats, accompanied by the Palauans who became increasingly intrusive. For some time they were pulled, but NUTE resolutely cut the towrope and they made off. The next day, they arrived at a small island, about ½ a mile off the larger land. This was Baubelthouap.[215]

Soon they met with 2 natives who, after receiving some gifts, called for others. An entire flotilla appeared and escorted them forcefully to land. There they were led onto a stone platform, a square that measured 12—15 feet, that was situated on an elevation; next to it stood longhouses, called païs, 60 feet long and 24 wide. There the chiefs were seated and deliberated on the strangers' fate. Fearful hours passed. Finally, a wooden dish inlaid with shell and filled with molasses water was brought which the guests were given to drink from coconut bowls.

Thereafter, they were led to another village where a priestess living across from two Bais was to decide their fate. Awaiting their destiny there, an odd looking toothless old man, with long gray hair and tattoos on his arms, legs and chest, turned up. Before long, he revealed himself as an Englishman by the name of CHARLES WASHINGTON, who had lived on Palau for 29 years as a deserter from the English warship »Lion«, which, therefore, must have been here around 1803. He had become Rubak no. VI of this place.

The Americans lived here in a Bai for about one month; for board and feeding, 3 of them (HOLDEN, NUTE and ROLLINS) were taken to a neighboring village. At that time, two more Englishmen lived among the natives at the opposite side of the island and came to the Americans as emissaries in order to

offer assistance in building a boat; this caused jealousy among their hosts. During the following months, the Americans built a large boat among these people, such as was done by HENRY WILSON, and it was even possible to get hold of the compass that he had given to the islanders 50 years earlier. By the end of November of 1832, they set sail, only to fall into the hands of the Tobi Islanders, where they had to endure unspeakable sufferings. Of the 3 Palauans who accompanied them, two died on Tobi. The third, by the name of GOBAK, was brought back to Palau by an American corvette under Captain AULICK, where 2 of the 3 white men who had stayed behind, DAVIS and MEADER, were still found and freed. Right after arriving at Tobi, two, as mentioned above, were able to escape on a passing ship.

HOLDEN was right when at the end of his report he said that only 4 of the 22 crewmen of the »Mentor« saw their home again.

(1838)

It had already been mentioned a few pages back (p. 131) that in 1838 an English captain, together with 7 Malayans, was marooned and killed on Pelíliou. DUMONT D'URVILLE freed two men in 1839.

(1836)

Around the year 1836, an Englishman by the name of JOHN**Davy** arrived at the archipelago via an unknown route. Around the year 1861, several visitors referred to him as an interpreter who was said to have lived on Palau for 25 years. In particular, he assisted the scheming[216] English seafarer ANDREW**Cheyne**.

CHEYNE visited Palau for the first time by the year 1843 as told in his book, A description of the islands in the western Pacific Ocean, published in 1852 in London. In the chapter on Yap, p. 146, it is stated that on

(1843)

August 21, 1843, coming from Palau, he arrived in Yap after having visited Ngulú. He had brought along on board his ship several Palauans, among them a Rubak, »ETELOKUL FROM KORROR«, who were meant to serve him as interpreters and trade intermediaries and who in turn had brought along presents from ABBA THULLE for the king of Yap. CHEYNE was very interested in the trepang trade. However, he failed to establish good relations, so that on October 14, CHEYNE departed from Yap, first sailing to Ponape, and then probably returning once again to Palau.

That CHEYNE visited the Palau archipelago for several more times in the following years is mentioned in his book, in which, however, he treats the »Pallou-Islands« only in 13 lines on p. 165, telling of the geographic locations of Angour, Pellelew, Errakong, Babelthouap, and Kyangl; then again, a glossary at the end of this booklet, pp. 196—198, testifies to a more intensive engagement with the natives.

We did not learn anything from CHEYNE of the events on Palau from 1843—1860. However, two Germans, SEMPER and TETENS, who arrived in 1862 in Palau and then MIKLUCHO-MACLAY, told of him (see p. 149).

Besides CHEYNE, an Englishman by the name of **Woodin**had already carried out commerce in the archipelago before 1860. He owned several ships, but slowly, and probably with the help of CHEYNE,was bankrupted through mishaps and failed speculations. WOODIN engaged the services of a Swede, **Johnson**, who (1855)
was shipwrecked around 1855 on Palau and lived for many years among the natives until WOODIN took him along (1860)
to Manila in 1860, where by the end of 1861 he returned with SEMPER[217] to Palau.

In March of 1860, WOODIN on the »Lady Leigh« and CHEYNE on the »Black River Paket«[218] met by chance in the port of Malágal. In the spring of 1860, a Negro from St. Kitts in the West Indies by the name of
Plate 4 **James Gibbon** had likewise arrived on Goréor. He was the father of my interpreter WILLIAM. EAST, p. 307, states: »The only European (sic!) living on these islands was a Mr. GIBBONS, who about the year 1856 arrived in a whaling ship, but having incurred the wrath of some of the officers was landed on the island of Korror against his will, for, although a friend of the captain's, the officers refused to proceed to sea, unless he was landed. So poor Mr. GIBBONS, made the best of it, married a native woman etc.« The time of his arrival, however, might only have been early 1860. As interpreter of the ship, he compiled an index—which I found in 1909, kept by his son—of all ships that visited the port of Malágal since 1860. I made a copy thereof which I turn to account in the following. Gibbon first lived in a Jebúkul, thereafter (since 1870) in Goréor (see Part III), in *blai* 24. aIvotogóng, where his descendants are recorded. KUBARY and almost all visitors after 1860 (with the exception of SEMPER) mention him. EAST likewise told that the ship's chaplain baptized GIBBON's eldest son, »a nice lad of 16«, in his cabin (1882). He is my interpreter WILLIAM GIBBON.

CHEYNE attempted to bind WOODIN by a contract, which amounted to securing for himself absolute rule by way of taking improper advantage; first, WOODIN should only be allowed to collect coconut oil and tortoise shell, which are found on Palau only in limited quantity, while trepang, on the other hand, is inexhaustible. When WOODIN had loaded up his ship, he sailed to Manila in June of 1860 to hand over his cargo to CHEYNE's agents. In mid-September he was back in Palau. There the split occurred. Since CHEYNE had the aIbedúl and the people of Goréor on his side, WOODIN turned to the west coast of Babldáob, to Ngabúked, the Aibukit of SEMPER. There he acquired all the trepang of the great western reefs. CHEYNE tried to intimidate him with threats and lies, though in vain, and when WOODIN sent his pilot

to Goréor, the attempt was made to win him over. He returned at once greatly worried, and arrived a few hours prior to the war boats of the natives of Goreor,who, however, feared WOODIN's cannons and thus tried to lure him with promises to the south. When WOODIN remained unwavering, they sought to take vengeance on the people of Ngabúked. They arranged their boats in battle formation and commenced an initially rather ineffective cannonade. When the son of the chief ARAKALULK[219]suddenly advanced and a war boat of the Goreor people was sent to the bottom of the sea, they opted for flight (by the end of September 1860). WOODIN now had his peace, and expanded his trading post while his brown friends celebrated their victory. He now shipped his own products to Manila where he was in December of 1861, when **Semper**,[220] recuperating from a long illness and longing for the Pacific islands, took the opportunity to travel by sea to the Palau Islands, embarking on the "Lady Leigh" on

(1861)

December 31, 1861 with his servant ALEJANDRO and a mestizo by the name of ENRIQUE GONZALEZ who wasskillful in painting. Likewise on board was the Swede JOHNSTON who, after 5 years of living unbridled among the natives, had come to Manila and now longed to return to the playground of his passions. The ship, after having

(1862)

braved many dangers, arrived east of Ngeaur only on March 22, 1862; they passed through the strait between Ngeaur and Pelíliou and already learned there what they would hear a few days later after their arrival in Ngabuked; that in the meantime CHEYNE and his Goreor people had taken revenge, admittedly with the support of an English warship that in Manila WOODIN had provided with his second pilot as interpreter. Is this a novelty in the history of this colonial people?[221] The »Sphinx«, under Captain BROWN, had arrived at the port of Malágal in January of 1862, which they superficially surveyed (see cartography, part II). The covenant loyalty toward AIBEDUL, whose kingdom was to be taken from him, and the lies of CHEYNE,[222]who aspired to become the dictator of these islands, made it not too difficult for the English to decide, at this time, to ravish yet another innocent people and to raze the trading post of WOODIN to the ground. According to SEMPER'S[223] publication in the Diario de

Manila, the attack, carried out with bombs and grenades, lasted for three days before a peace came about which once again, with the help of the white man, secured Goréor's dominance.

By the end of April, Goréor boats suddenly arrived from the south; apparently, they were afraid that their robberies during the attack in January would be avenged by the arrival of these many white men at Ngabúked since all believed that now they too would summon a warship. IBEDÚL was shrewd enough to offer his enemies a precious piece of money, which then sealed the peace. Thereafter, he sailed to the district of Ngaregolóng in order to secure peace for Ngarárd as well, allegedly without success. Soon thereafter, he returned to Goréor.

Since good relations between the north and the south were now restored, SEMPER[224] decided to accept the invitation of A IBEDÚL to visit him in Goréor. Beforehand, in mid-June, he went on an excursion to aGól, and in early July he traveled from Galáp with a canoe to Nggêiangel, where he stayed for a fortnight and surveyed the islands. The map thereof is, however, not known. Having returned to Ngabúked (ca. July 22), news arrived that the ship »Pelayo« from Manila had arrived at the port of Malágal, but it did not bring any news from his relatives. By the end of October, he himself went there, in the course of the voyage touching upon Ngaremeténgel[225] and spotting the Ngátpang bay.

When he was in Goréor on November 1, A IBEDÚL showed him WILSON's book, written by KEATE, which the East India Company had sent to him soon after its publication, and which contained a picture of LIBU who had died in England. For a long time, the book was deemed sacred, but was quite eaten up by ants when in 1898 it fell into the hands of the sailors of the »Arcona«. The uncomprehending seamen ripped it to pieces. In 1907, Ifound a few pages and copperplate prints of the book in the possession of WILLIAM GIBBON, from whom I got the picture of IBEDÚL. The pages contained notes of his father JAMES, made with pencil, which I used in reviewing the story of WILSON.[226]

Early in November of 1862, when SEMPER leafed through the book, he found to his surprise between the pages the trade treaty of Captain CHEYNE of the vessel »Black River Packet« with ABBA THULLE, the king of the Pelew Islands, and the nobles of Corror, concluded on March 5, 1861 in Malágal, and, furthermore, a Constitution of Pellow. These were copies of originals that were kept in the English Consulate in Manila. The interpreter was JOHN DAVY, who allegedly already lived for 25 years in the archipelago at the time of the drafting of the treaty; that is yet another Englishman.[227] This treaty granted CHEYNE the sole and exclusive right to purchase trepang, tortoise shell, etc., as well as the lease of the land for 500 months for the purpose of setting up plantations. No other foreigner was allowed to lease land,

or even reside on one of the islands, except in the employ of CHEYNE; no other ship was allowed to carry on commerce. CHEYNE'S own commercial establishment in Aramanewie,[228] however, was sanctioned. In exchange, he settled the differences between the governments of the natives, sold weapons exclusively to the people of Goreor, paid 10% of all purchases in the archipelago to the government of Corror, and gave instructions and advice in matters of dealing with white people.

Even odder was the Constitution of Pellow, whereby, presumably by JOHN DAVY, the name Pellow,[229] i.e., Pelau, as native name, is contrasted with the Pelew of the English. The Constitution decrees that ABBA THULLE (A IBEDÚL) is succeeded by Prince ARRAKUOKA (a Regúger). His successor is Prince KOBACK OF ARAKAPASAU (Góbak of Ngarbagéd a sau), who is followed by Prince EYUKE OF CORROR (?).

A IBEDUL appointed governors to uphold the treaty—one in Pelíliou, who should disarm the »lawless ruffians« of that place, the Aituro (Ngirturóng) in Ngaramlungúi, one each in aIrâi, Ngarárd, and Ngaregolóng. Distilling alcohol was outlawed by pain of banishment.

Just when SEMPER had copied both documents in the house of AIBEDUL, two Europeans entered. One was the Captain of the »Pelayo«, of whose arrival SEMPER had heard of upon his return from Nggêiangel, the other ALFRED **Tetens**, Captain of the »Acis«,[230] which had just arrived with CHEYNE on board. His eventful life as a mariner had brought TETENS to Manila where he met CHEYNE, who won him over for his aforementioned ship.[231] By the end of November, he arrived together with him at the port of Malágal in order to do commerce for his employer. JOHN DAVY became his interpreter, of whom he says: »who since his childhood lived on the Palau Islands, entered into marriage with a native, and adapted the way of life of the Islanders so that he was considered to be a native.« (See p. 135).

The togetherness of the Holsteinians did not last long since TETENS was given orders to commence commerce in Yap, while SEMPER had already returned to Ngabúked on November 6 since the natives of Goreor, apparently incited by thebuccaneer, from day to day, became more unfriendly towards SEMPER and his friend and companion, ARAKALÚLK. When TETENS returned from Yap, SEMPER had already returned to the Philippines. How could such [an] upright scholar get along with a seaman in the employ of one CHEYNE!

When SEMPER met up again with WOODIN, the latter had discovered yet another leak in his ship on which he hammered away. Time and again, he had to postpone the return journey. Meanwhile, JOHNSON, as WOODIN's agent on land, had stolen from the latter; he was expelled and escaped to Melekéiok. In the morning of November 12, 1862,

SEMPER, together with his friend ARAKALÚLK, was still in aGol, soon thereafter cordially bid him farewell and that very afternoon sailed southward to Pelíliou after appealing to Captain WOODIN to collect him there if he did not return. Since provisions were sparse, the boat entered the Ngatpang bay that was first navigated by SEMPER. Passing through a mangrove channel and then proceeding on a freshwater river, he reached Tamadé[232] by night and he spent the night in a Bai near the water. The next morning, two Rubaks from aMeungs[233] on Ngarekobasáng got in touch and conveyed AIBEDUL's ban on traveling in a Ngarard boat to Pelíliou. SEMPER laughed at them, but the two were still able to delay the journey for 3 days and force a visit to Goréor in order to ask for permission. He arrived there on the 15th and learned much of the increasing resentment against the oppressor CHEYNE, who was said to disregard local customs, not pay his debts, treat the chiefs badly and insult them, and live a life of debauchery. He kept eight Pelauan women on his ship, like in a Bai, and behaved shamelessly towards them. Since AIBEDUL took his time in giving his permission, the departure from Goréor once more got delayed until November 17. When he came to the house of AIBEDUL during his farewell visit from aIdid, he met CHEYNE in the company of TETENS and the super cargo of the »Pelayo«. To the latter, a word of goodbye; to the former, only a contemptuous look; that was SEMPER's farewell from Goréor!

Soon the boat raced southward past aUlong, where – greeted by WILSON's sandy beach – the attempt to go ashore failed, then to Eimeliss,[234] where midday rest was taken. The journey ended in Ngarakeúkl (Argeutel), at the western side of Pelíliou, where he arrived on November 18. The next day, he took residence in Ngasiás. Back then, some of the old Galid houses were still standing. Ngaregól was paid a visit. But when SEMPER wanted to return to Ngabúked, he was told that AIBEDÚL would not allow that; unless he was collected by WOODIN, he had to remain here. However, it took an eternity before he came. He went everywhere by foot, saw Pkulapelú, and was twice in Ngardolólok, where he saw the thick wall thathad been mentioned in WILSON'S time but has long since disappeared. He witnessed a rare spectacle: the preparation for the great Ruk dance; but the waiting

(1863)

and worrying for the overdue ship increasingly filled him with bitterness during the day. Only on January 26, 1863 was he picked up by the »Lady Leigh«.

In this two-months waiting period, he could have recorded much about the original customs and the meaning of the picture stories, which would have been of great service to us now! He had even brought along a painter, the aforementioned GONZALEZ,

who seemed to have been rather lazy. What I saw of him in Dresden, where his works are kept in the Museum for Ethnography,[235] is rather poor in view of the long time of leisure. SEMPER held out the prospect of a »purely scientific work« if such could have been possible inthe given circumstances![236] This never happened, and perhaps for good reasons remained undone. First of all, he was a zoologist at heart! With his neat book »Die Palau-Inseln« he permanently memorialized himself, and we gratefully remember all that he bequeathed to us!

In late 1863, TETENS returned again from Yap to Palau. His experiences there are depicted in STEINBERG's book in such a fairytale-like, romantic manner[237] that they have to be disregarded. Meanwhile, CHEYNE had remained on Malágal, carrying on commerce. When TETENS arrived, CHEYNE'S house had beenbesieged for months by natives who sought to kill him. He had carried things too far. Enough was enough. Thus he decided to sail on board the »Acis« to Manila, while TETENS offered to stay behind to improve relations. CHEYNE promised to fetch him in a few months and then to share his total profits with him. Already on the day of the ship's arrival, CHEYNE is said to have departed on it. Soon TETENS heard of AIBEDUL's complaints concerning the improper conduct of CABEL WILS, who did not keep his promises, even brutalized the wives of the chiefs, and above all, in breach of the agreement, sold firearms likewise to the enemies of Goréor in Artingal,[238] and altogether did not assume his liabilities. He only had come to know of the true meaning of the treaty through Woodin and Semper. In order to keep up his friendship with TETENS, AIBEDUL had his sister TOGUÓK[239]delivered to his house. TETENS traded successfully and initially lived a life of ease, and even got himself tattooed; but, as an associate of CHEYNE, the disposition towards him, too, slowly changed, and when a strong typhoon made landfall, he was somewhat glad that his employer picked him up early in 1864,[240] brought him to Manila, and reimbursed

(1864)

him appropriately, even though not as generously as had initially been promised. But CHEYNE did not want to let go of his prey. It appears that soon thereafter, he returned to Palau and was slain there – probably by the end of 1864 or early 1865 – at the behest of AIBEDÚL.

(1865)

Meanwhile, TETENS had returned to Hamburg, and there, by the end of July of 1865, received from the aspiring South Pacific merchant JOHANN CESAR GODEFFROY the command of the brig »Vesta«, with orders to assume control of the operations of the trading house of Godeffroy in the Caroline and Palau Islands, which

he did until 1868. In addition, he was supposed to collect artifacts for his newly founded »Private Museum«[241] which was thriving splendidly.[242]

(1866)

Early in 1866, TETENS had arrived with the »Vesta« in the port of Malágal. He was favored by fortune at the start: his adversary CHEYNE was dead. Reluctantly, AIBEDUL confessed the following:[243] »After your departure, Captain CHEYNE once again visited our islands and, under the pretense of merely acquiring trepang and tortoise shell, caused us nothing but harm. At his suggestion, our old enemies once more commenced war against us, and when this coup did not succeed, he caused us to make a concession, according to which England was allowed to take possession of our island. The people of Palau took revenge on an evil person. One evening, under the pretext that a canoe with pigs and taro had landed, and that these items were to be handed over to him, he was lured out of his house, attacked by the men and struck down with a tomahawk. But since he was still alive, he was piece by piece crushed with a large stone tile and dumped into the sea.«

(1867)

England did not fail to avenge the well deserved death of this wretched man. In the spring of 1867, the warship »Perseus« under Captain STEVENS[244] arrived. Although AIBEDUL came on board to surrender the actual manslayer as atonement, a ship's lieutenant together with some marines was sent on shore to demand the death of the king, who by now admitted to have ordered one of his subjects to kill Captain CHEYNE. This was confirmed by the Rubaks who, when the death sentence was pronounced over both of them by the Englishmen, expected the Europeans to carry out the punishment. The Englishmen, however, demanded that one of the chiefs execute the king. The »Prime Minister« (no. II) took a rifle and, at a short distance, fired a bullet through the heart of his sovereign, who was guarded by marines to his left and right. Without flinching, AIBEDUL stared death in the face; this is the way he came to death. The chiefs proclaimed the ship's lieutenant king, who in turn accepted their homage; he had them bring food as tribute on board, and only when the ship put to sea

did this disgusting tragedy come to an end! All for a scoundrel and liar! »And all of that, he did as a representative of the English nation in the name of justice!«GERLAND exclaims.

The brave aIBEDUL NGIRUGOSÁREG is buried in the village of Goréor, close beside the Ngarmidl bay, at its southern side, right next to Captain CHEYNE.

One of the many sad chapters in English colonial history!

(1868)

In the years 1867 and 1868, TETENS visited the Palau Islands for several more times. If one is to believe his novel-like accounts, he helped the people of Goreor in a conflict with Ngatelngál and, with the help of some Chinese, sought to set up a cotton plantation. During his absence with the »Vesta«, his yellow workmen must have behaved so badly that, at his return to Germany, he had to bring them back to Hong Kong. A wound on his thigh that he seemingly inflicted on himself out of carelessness on Yap had made his return home necessary.

(1869)

Probably during the winter of 1868/69, a strong typhoon ravaged the Palau Islands (see Part II, typhoons).

(1870)

Early in February of 1870, the English barque »**Renown**«[245] ran aground in Palau. For 53 days, the crew remained among the natives on Corror, who received them very warmly. On April 3, 1870, the English warship »Rinaldo« took on the shipwrecked men.

(1871)

1871 would become a year of special importance for Palau due to the arrival of JOHANN STANISLAUS**Kubary**.

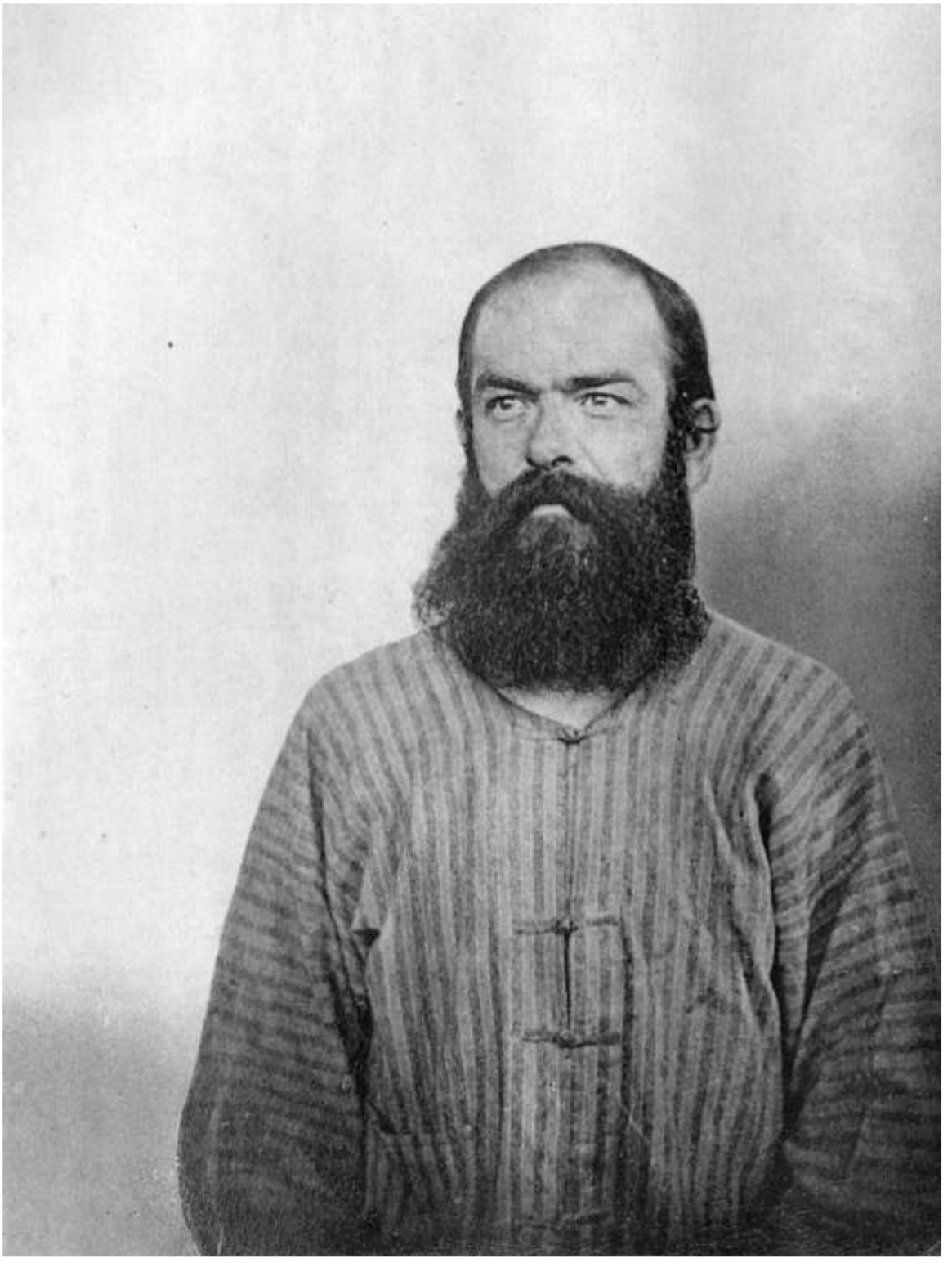
He was commemorated by O. FINSCH in 1892 in his Ethnologische Erfahrungen und Belegstücken, p. 192. His friend and benefactor, J. D. E. SCHMELTZ, who, like ADOLF BASTIAN in looking after the publication of his work rendered lasting services, dedicated in the Internat. Archiv für Ethnographie 1897 a detailed obituary to him, and finally, FRIEDRICH THIEL presented with great devotion an account of his life in the Deutschen Kolonialzeitung[1] 1899, p. 282. Nobody, however, elaborated on his work on the Palau Islands in the glory days of his ethnographic activities. His German descent remained likewise unclear. When war broke out, connections to Warsaw were interrupted. Even after German occupation, and due to the absence of a directory, no traces of his relatives could be found. Only through the efforts of the Surgeon Major DR. BOESEBECK from the Governorate in Warsaw was I able to locate the sister of our explorer, JULIA SWIATLOWSKA, née KUBARY, to
whom I owe many important details about the life of her brother that are rendered in the following lines.

He was born on November 13, 1846 in Warsaw of the Berliner BERTHA, née ISCHEROW and the Hungarian KUBARY. After the death of his father,

his mother married a Pole by the name of MARCINKIEWICZ, who got him involved in politics. The aforementioned biographers tell how as a medical student he was arrested for involvement in the agitation for the establishment of a new Polish Monarchy (in the years 1863 and 64), initially, however, was freed, but soon thereafter had to flee in connection with his persecution by the Russian authorities. In 1866 he came to Berlin, where he was taken in by the relatives of his wife and forced to earn his keep as a plasterer. Growing tired of it, he went to Altona and Hamburg in 1868 in order to offer his services as collector to the now famous Museum GODEFFROY, for which TETENS likewise worked. His application was endorsed by the curators J. D. E. SCHMELTZ and R. KRAUSE, and so it came about that on April 1, 1869, at the age of 22, he was sent for 5 years to the South Pacific in order to undertake scientific collections. His first destination was Samoa, which, together with PARKINSON (see ZÖLLER, p. 291), he reached early in 1869. Back then, DR. GRÄFFE[246], who likewise worked for GODEFFROY, was still in Apia and after 10 years of absence returned home in 1872. KUBARY met him in Apia and then traveled to Savaii, where he stayed in Fangamalo at Matautu, at the residence of the missionary PRATT. His house was kept by the Samoan NOSI. From there, he wrote on January 20, 1870 to his beloved mother that he was awaiting a ship that would bring him to the Caroline Islands.

The date of departure for Samoa was April. Together with NOSI (NURSY?) who would be his companion on his voyages for many years, they sailed to the Marshall Islands. Via Ebon,[247] Kiti and Namerik in the Ralik Islands, and Ponape, his later home, he traveled to Yap[248] where he arrived in November, and on December 2, on the birthday of his mother, wrote to her. Another long letter that told of his possible return was likewise sent from there.

On February 1, 1871, he arrived at Palau,[249] where he initially took residence in »Korror« (Goréor). AIBEDUL assigned him to the Ngarmidlbai, the most southern of the 3 Meketí – Community Bai, where WILSON's people, MC. CLUER, and CHEYNE had already stayed (see plate I). On February 18, he set forth on a 10-day journey to Nggêiangel in three canoes and with 15 armed men from Goreor, thereafter returning via the west coast from Babldáob to Goréor. Because of the hostility of the district of Ngatelgnál and for reasons of jealousy, a visit to the interior of Ngaregolóng was thwarted. Since travelling with the canoes of the natives made the traveler very dependent, he, by the end of March, sailed to Pelíliou and its surroundings in his own boat and with a crew specially recruited for this purpose. On his return voyage, KUBARY was surprised by a storm and had to throw his collection overboard.



Johann Stanislaus Kubary and his wife, née Yelirt, a half-blooded Ponapean, in the year 1882.



Since the district of Ngarárd not only lived in peace with Goréor but also with Ngatělngál, KUBARY

(1872)

finally had the prospect to visit Melekéiok, the capital of the north. He left Malágal on March 2, 1872. On the first night, he slept in Ngardmâu, arriving the following day in Ngabúkěd.

On March 7, KUBARY, together with 6 men from Ngarard and an overseer from Goréor, traveled to Melekéiok; later that afternoon he visited Ngardóksee; aRăklâi gave him the warmest of welcomes. The following evening he was once again in Ngabúkěd, and 14 days later in Malágal. Only a brief visit to aImeúngs because of the duration of hostilities on account of the aforementioned captured head interrupted the following time.[250] After extended negotiations with AIBEDUL, which ended positively on account of a gift of a revolver, KUBARY traveled again to Melekéiok on June 10. He was even allowed to present another one to the local ARAKLAI. KUBARY resided in the main Bai. A few days later, he succeeded once more in visiting Ngardóksee, where a haul undertaken by the natives with fishing baskets provided him with 4 fishes of 3 different species. He too participated in a Ruk dance in Ngërupesáng. The return to Goréor greatly worried the new friends from Ngatelgnál. ARAKLAI presented his friend with a piece of Mongongau money, a sign of high esteem and affection which, of course, was noticed on Goréor with great disapproval. He was likewise given a jar with molasses, which he was to collect 4 days later in Ngarsúl. On the evening of June 16, he had returned to Malágal. There KUBARY was belabored by the Rubak NGIRATEGEKÍ because of his intended trip to Ngarsúl, and in fact refrained from this visit. In exchange, he requested a piece of money from AIBEDUL, which he was indeed given. He remained in Malágal and Goréor.

Early [in] April, KUBARY was in Ngaramlungúi at the western coast of Babldáob. No sooner had he arrived, than he heard that the German ship »Iserbrook«,[251] belonging to the GODEFFROY company, had entered the port of Malágal, which is why he immediately returned there in order to obtain provisions, etc. Little by little, the people of Goreor became unreasonable and demanded that KUBARY traded his goods only with them. When

KUBARY refused, they sought to neutralize him. In order to meet AIBEDUL, KUBARY made friends with the Rubak II, the NGIRAIKELÂU (Irajikalau), an enemy of the first Rubak as well as of the Rubak IV, the NGIRATEGEKÍ (Rgogor Iratahegij). Thereupon the IBEDUL, allegedly incited by JAMESGIBBON, turned nasty, and sought to expel him from Ngarmidlbai. The relationship became increasingly uneasy until first the barque »l'Eole« and, soon thereafter, the »Iserbrook« with Captain HEINSON arrived, who gave him independence by providing him with a whaling boat. With this boat and 4 men of the Ngiratëgëkí, KUBARY in Mayvisited a Ulong, i.e., WILSON's island, where he remained for 10 days.

Early in May 1871, news arrived from Ngaramlungúi that the 70-year old Ngiraikelâu[252] there was at the point of death. Quite happily, AIBEDUL traveled there in the hope of getting rid of his enemy, who, however, recovered. After his return, AIBEDUL imposed a monetary penalty on the 4 men who were with KUBARY in aUlong; among them, likewise the old GIBBON, who this time had helped KUBARY. KUBARY, for a second time traveled, to Pelíliou. In order to avoid the intrigues of the king, KUBARY settled after his return on the island of Malágal, CHEYNE's former estate. The people started to grumble about AIBEDUL, who began to conduct himself arrogantly like a foreigner. When he was accused of having sold weapons to another district, and of calling the Rubaks pejoratively »excrement« *(dag)*, the people became enraged and forced him to flee to the residence of his wife in Ngarmid. Since he did not return despite repeated reminders, the Ngiraikelâu of Ngaramlungúi was called to administer the state until the people would have a new king.

On August 10, 1871, KUBARY, after experiencing many difficulties, settled down on Malágal; in early September, the Hamburg ship »Augustite« arrived. Meanwhile, a new AIBEDUL — KUBARY calls him Arnijl Ira Nalegij (see Goréor AIBEDUL II) — was installed. The relationship between the natives and the white people remained tense with the result that the »Augustite« soon set sail again.

On October 1, the »Iserbrook« followed soon after, giving out some more gifts to deescalate the situation. Thereafter, KUBARY lived a rather solitary life on Malágal. In the last days of December, he went on an excursion to the south-western Islands at the Olopetápel lagoon, yearning to reach Ngatelngál.

The relationship with the new king had improved. He sent a piece of money as appeasement to the foreigner, which the latter, however, declined. From January 4 to 22, 1872, there was a violent storm. On the 23rd, the ship »Susanne« with Captain PETERS arrived. When KUBARY finally insisted on a voyage to Ngatelngál, the people of Goreor at once launched on January 26 a military campaign against it and captured one head. »In order to make the best use of these circumstances«, KUBARY asked the people of Goréor for the head with the intention of making a plaster cast. The head was

produced and war dances were performed for which, according to the custom of the land, a few pounds of tobacco and red stuff were given. On the 28th, the »Susanne« departed after KUBARY had received a few priming needle guns.

In the time thereafter, a severe influenza epidemic ravaged Palau, bringing about the death of many natives: Ngarkldéu lost 50, Pelíliou 30, Ngaregolóng 32, Ngaramlungúi 18, Ngarárd 13 people, etc. On Goréor, the 5 chiefs, Ngiraikelâu, Ngiragëtët, Rekesiváng, Gádlbai, and Ngirameril, died. The banished AIBEDUL sent a money offering to the priest of Ngaregolóng, who, as a sign of victory, sent a spear back to him. He still had a large following among the chiefs. One of the few friends of the new AIBEDUL was the aforementioned Ngiratëgëkí. KUBARY treated the seriously ill chief, whose relatives were already haggling over his estate, and kept him alive. His other cures were equally successful. This increased his reputation. Since the chief Mad of Ngabukéd had died too, and the governor Kĕrâi was seriously ill, KUBARY, with the approval of the AIBEDUL, was called to that place.

Very little is known of KUBARY's activities in the year 1872. I could not locate his journal of this time. In

(1873)

1873, he must have been in Hamburg since, at that time, L. Friederichsen drew the herein achromatically reproduced chart I »according to the journal and map sketches of J. KUBARY«. After a two-year stay, he traveled in 1873 via Mogemog to Nukuor and Ku (Mortlock), then to Ponape, in order to commence extensive studies on this island, which was to become his home away from home (August 1873).

After a successful year of collecting and exploring, he endeavored to return to Germany. With the purpose

(1874)

of sailing to Samoa, he left Ponape[253] on August 30, 1874 on the ship »Alfred«, which took 100 crates of his collection on board; but the vessel was shipwrecked on September 19 in the entrance of Jaluit. After some time,

(1875)

he was able to continue his journey to Samoa,[254] and from there he arrived in Hamburg by the end of May 1875. There his mother and his sister JULIAvisited him, coming from Warsaw. The latter only came to know him then, since at the time of his escape from Warsaw, she was still very young. On July 9, he announced to his family from Hamburg the dispatch of the 6 volumes of the Journal of the Museum of Godeffroy.

After a stay of three months in Germany, he left the country exquisitely equipped by GODEFFROY. His destination was Ponape, which henceforth should be his headquarters, where he married a half-caste by the name of YELIRT, a close relative of the Nanmariki of Djokadj (see plate 2). From Ponape, he went once more to

(1877)

Nukuór,[255] then to Ku,[256] where he sojourned from March until the end of May of 1877.

(1878)

From May of 1878 until August of 1879, he stayed for the duration of 14 months on Truk.[257] By that

(1879)

time, GODEFFROY's ambitious empire had collapsed, and in September of 1879, KUBARY was dismissed from the

(1882)

services of thetrading house—a staggering blow for him. In 1882, he left his plantation on Ponape that he had established after the dismissal from GODEFFROY's services and which he was now forced to mortgage. He went to Japan and for several months was with the museum in Tokyo; then to Hong Kong in order to travel again from

(1883)

there via Guam to **Palau**, where he arrived in mid-1883 in order to collect for Leiden. Together with his wife, he lived for most of the time in Melekéiok, first in August on the beach of Ngaragelúg (Ngaramogoluk),[258] where in October of 1883 he wrote his opus V, then in Ngërupesáng, in the Bai a Ilíud, where he became the father of a daughter who was given the baptismal name Pelau, and who, later on, however, was called Bella (see KRÄMER's Diar 05.13.07). The Rubaks of Melekéiok told me that, like a Palau man wearing an *usaker*,[259]he came to the sittings with a basket of betel under his arm, as he after all was made there a Rubak no. V, i.e., a Sagaruleóng. The visit of the English warship »Espiègle« that is mentioned below on p. 153 took place around this time.

He ran out of supplies and lived in poverty for a long time, until ADOLF BASTIAN brought him relief for some time by way of employment by the Ethnological Aid Committee. Subsequently, he visited Yap, Sorol,

(1884)

Merir, and Bunadj. In mid-1884, he traveled from Palau to Yap, in 1885 to Hong Kong, and in May of 1885 once

(1885)

again to Yap. In September of 1885, the S. M. S. »Albatross« under Captain PLÜDDEMANN arrived in Yap shortly after the »Iltis« (see p. 154). KUBARY joined the voyage as interpreter, first to Palau, where on September 15 the flag was raised in a Irâi and in Melekéiok, then to Voleai, Trik, Ponape, and Pingelap. Consul EDUARD HERNSHEIM likewise partook in the journey. KUBARY sailed on the »Albatross« to Matupit, where he arrived in 1885 and until 1887 took over the trading post on Kuragakaul for the HERNSHEIM Company. Thereafter, he entered into the services of the New Guinea Company.

(1888)

In 1888, KUBARY, together with his wife from Ponape and his little daughter BELLA, was in Konstantinhafen as Station Head of the New Guinea Company. In a skillful manner, KUBARY's wife kept the household and impressed with her knowledge of the Bongu dialect. The deplorable conditions of theprevious years brought to the head our explorer's inclination to alcohol, which ruined the lives of many men in the South Pacific. This is an example of how a white man through the bad influence of a half-caste girl can go to the dogs; a white wife would have saved him from this fate.

(1891)

By the end of 1891, his contract on New Guinea had expired. In 1892, together with his wife and daughter, he traveled to Germany to find employment at a museum, but this was unsuccessful. He met his mother and sister in Berlin; the latter wanted to accompany him to Ponape, which the mother, however, did not allow to happen. Soon thereafter he returned to

(1895)

New Guinea and remained there until he was given notice by the Company in 1895, whereupon he sailed to Ponape.

Prior to that, KUBARY paid a visit to the Governor General in Manila because the Spaniards had challenged his property in Mpomp. Already in those days, he ran out of funds and maintained his existence only through advances from the HENRY SPITZ Company. On Ponape, he was supported by the relatives of his wife, especially by his brother-in-law, the carpenter DAVID YELIRT, who died in 1900 of blackwater fever in Kabakaul at the Herbertshöhe. On account of his great misfortunes, KUBARY increasingly suffered from mental depression,

(1896)

to such extent that on October 9, 1896, in Mpomp, he took his own life. F. W. CHRISTIAN was probably the last person who spoke with him about his explorations. He writes:[260]

»Strangely enough, he had not made any excavations in the central vault, which he had used as a developing-chamber for his negatives, and was delighted when I spread my findings before him!«

The former is certainly not true. How indulgent and kind was the explorer and first authority on the ruins of Metalanim and Ponapes towards other explorers, who are not worthy to be mentioned in the same breath with him! Two days after the departure of CHRISTIAN, KUBARY, who rendered invaluable services to the exploration of the Caroline Islands, died. His wife lived together first with a Spanish Officer, and then with a man from Ponape, who was shot dead during the 1911 insurrection against Germany. It is said that thereafter she lived together with her banished compatriots on Yap, serving them as interpreter. BELLA is said to have entered a convent in Singapore. A monument in honor of the explorer was erected in the cemetery of Ponape.

Between KUBARY's first and second visit falls the visit of yet another ethnologist, i.e., of the Russian N.

(1876)

VON**Miklucho-Maclay**, who made a name for himself through his thorough explorations in German New Guinea. In 1876, he stayed from April 15 until the end of the month in the archipelago, primarily in Goréor and Melekéiok, after previously visiting Aurepik (March 25), Mogemog (March 27), and Yap (March 28 and the following days), of which a report is given in Globus vol. 31, 1877 and in the Zeitschrift für Ethnologie (Journal for Ethnology), 1878, and in Verhandl (Proceedings)., pp. 99—109. The latter essay, which likewise contains anthropological information, is a letter to the explorer RUDOLF VIRCHOW, which the latter presented in the Society on March 9, 1878.

MIKLUCHO-MACLAY published a short but important work on his stay in Pelau in the Mitteilungen der Kaiserl. Russ. geogr. Gesellschaft (Notifications from the Imperial Russian Geographical Society), 1878, vol. 14, entitled: »The Pelau Archipelago. Travel Sketches from Western Micronesia and the North of Melanesia«. Since this work was printed in Russian, it remained unknown up to now. After searching for a long time, I found an excellent translator in a Russian prison camp in the person of Warrant Officer Mr. LEO STRAUS, and when I held the German manuscript in my own hands,

I received yet another translation that in the meantime had been prepared by the Museum für Völkerkunde in Hamburg.

After many years of futile efforts, all of a sudden I had two translations of MIKLUCHO-MACLAY'S work which, by comparison, proved to be excellent. Concerning his stay, the explorer writes: »On April 15, we negotiated the reef and dropped anchor at the island of Namalakl (Malágal Kr.) where we found several huts belonging to European traders. Not noticing any indigenous settlement in this place, already the next day, I turned to the island of Arkledeu,[261] the residence of the Aibaduls or Principal Chief of Koror, where, staying in a Pai or native club house, I remained for several days. Since I wanted to see the islands as well as other native settlements, I traveled to the enemies of Korors on the large island of Babeltaob in the region called Artingal,[262] where I likewise stayed for a few days. Here I recruited two more servants. One of the natives offered to follow me. I specifically accepted him as hunter and oarsman for my little sloop, since I wished to be entirely independent from the crew of the schooner during my sojourn. Soon thereafter, however, I was once again forced to return to the roadstead of Namalakl in order to meet the schooner »Scotland« which was to set sail for Hong Kong. In so doing, I was able to send a batch of letters to Europe via the Imperial Russian Consulate in Hong Kong.«

I learned in the archipelago that MIKLUCHO-MACLAY had stayed in Melekéiok, and there resided in a house on the free-standing rock Gogiberámes, south of the eastern cape; otherwise, very little was known of him.

At a later point in his work, he mentions: »During my short stay in Koror, I resided in the Pai next to the house of the Aibadul; Captain MAC-LUER used to live in the oldest of these three houses, which is still intact«. (See plate I)

As evidenced by a remark (52) in his writings, M.-M. set foot only on Goréor and Melekéiok. (It seems that back then a trader by the name of KONDON lived in Nggësár.) There he likewise mentions that, shortly before his presence, the Spanish schooner »Rosario« was in the archipelago. AIBEDUL had chartered the ship to destroy Nggêiangel (q. v.) with the assistance of its crew.

It is well known that in the year 1885, a dispute arose between Spain and Germany concerning the sovereignty over the Caroline Islands. This conflict was caused by an incident in the Palau Archipelago. Already
(1874)
in May of 1874, the Hamburg Merchant **Eduard Hernsheim**, aforementioned on p. 148, arrived in the port of Malagal on the ship »Coeran«[263] under his own command and bought a parcel of land on the

island of Malágal in order to set up a trade and trepang fishing station. Afterwards, he traveled to Hong Kong and then, in September, returned to Palau. From there, he went to Yap in order to establish yet another trade post on Rul. It was said that at the port of Tomil on the island of Taráng, the Irishman D. D. O'KEEFE,[264] an American citizen, had taken up residence and with two ships had established a flourishing trade with Palau. His vessels, first and foremost, shipped »millstones«, i.e., the Fe stone money, to Yap that were cut by the people of Yap in the Gogeál Heights.

JAMES GIBBON was one of thetraders in the archipelago; another, a certain SIMS, together with the tradesman BRAUN, came to aImeúngs from Singapore, but split with him for reasons of theft. BRAUN was killed by natives; the murderers were punished by the Spaniards. SIMS lived in Melekéiok, stole weapons there, and went to Goréor, where in the Bai Săgămús he noticed an attractive *mongol* from Ngeâur whom he could win over to move with him to Ngeaur. Making use of his weapons, he liberated Goréor and made himself sovereign. He was still found alive by the German Government during the handover in 1900 (see p. 155).

EDUARD HERNSHEIM sailed with 80 natives from Yap to Luf (the Hermit Islands), where he fished for trepang from November 18, 1874 until January 31, 1875.[265] Around the same time, a sizeable number of natives of Luf brought war to Palau for the same purpose. The pitchfork at the gables of the Ngarmidlbai in Goréor, which I saw with my own eyes (plate 1), serves as a reminder of these measures.

In March of 1875, the »Coeran« had returned to Hong Kong. On April 10, it set sail for Palau, the passenger **Franz Hernsheim** on board who, on this journey and on further Caroline voyages (1878), recorded his impressions in word and image in his »Südsee-Erinnerungen (South Pacific Memories)« (see fn.).

For his ventures on Palau, the Spanish Consul in Hong Kong demanded customs duty from EDUARD HERNSHEIM. He wished for the Palauans on board to be surrendered as subjects of Spain, and thus approached the English Governor, who declined.

The Spaniards, who had previously cared little for their alleged possession, suddenly claimed that the Caroline Islands were Spanish property. In order to diplomatically accentuate the negative answer, the

(1875)

Ambassador V. HATZFELDT in Madrid wrote on March 4, 1875 to the Spanish Minister DE CASTRO that no treaty existed and

no law was evident according to which Spain was entitled to exercise sovereign rights over the Caroline Islands; there were likewise no Spanish officials there. England concurred.[266]

In the following year, a German warship, the S. M. corvette **"Hertha"** under Captain KNORR[267], was
(1876)
dispatched and, coming from Yap and Ngulu, arrived in Palau on February 5, 1876. It stayed until February 22. Photos from that time are found in G. Riemer (Litt.).

Not long before, three traders were robbed by the natives and had turned for help to the British Admiralty, which in turn requested Captain KNORR to take care of this matter, which he did. Germany, like England, did not recognize Spanish sovereignty over the Caroline Islands. The issue remained undecided until in the year 1885 a first decision was reached. The »Hertha« drafted a chart of the archipelago (see fig. 14 d).

Numerous merchant ships (acc. to J. GIBBON) are said to have visited the port of Malágal: O'KEEFE'S ships, the »Scotland« under Captain HOLCOMB,[268]then the »Seabird« (British) and a Captain DAVIS, the »Jew« commanded by Captain COHEN (French), the German »Susanna« under Captain LEVISOHN, and HERNSHEIM's »Goodluck«, etc. Better known is the voyage of the English schooner »Rupak« under Captain B. E. **Gall**, which J. GIBBON already mentions in 1876 alongside the »Kate«,[269] which, coming from Singapore, seems to have visited our archipelago frequently and readily. On January 10, 1875, the »Rupak« left this port, having on board a certain KINNER through whom further details of this voyage came to be known.[270] On February 15, they arrived in the port of »Malakan« and remained there for some time while gathering notes. Passing Ngúlu, Yap, Voleâi, Ífaluk, Truk, Námoluk, Mortlock, Nukuór, and Kapingamarángi, they sailed to Melanesia. However, nothing significant on Palau was reported.
(1882)

On April 5, 1882, two English warships, the H. M. S. **"Comus"** under Captain J. W. EAST,[271] and the H. M. S. **"Lily"** under Commander EVANS, arrived off »Angour.« They sailed through the western entrance to the northern anchorage of Goréor, i.e., Ngartág a bëap (see chart 3 φ 22´), where the horribly fat king[272] paid them frequent visits. One year earlier in 1881, the small »Lily« had already been there, and sentenced the Araklye of Mollegok[273] to pay damages in the form of copra to the value of 2000 dollars, tortoise shell worth 1000 dollars, pearl shells worth 1000 dollars, and trepang worth 1000 dollars because the

people of Ngatĕlngál had plundered the wreck of the »Lilla«,[274] the stranded English merchant vessel, and badly treated and robbed its crew. The payment of the first half after six months had been refused. On April 10, EAST, together with EVANS, sailed on board the »Lily« to Melekéiok; the interpreter GIBBON was sent on land, while EAST and EVANS visited the village of Ankasar (Nggësár) which harbored the worst of the wanted looters. In the evening, aRăklai[275] came on board the »Lily« to wiggle out of the delivery of the goods. As a result, he was given the task of delivering of pearl gel. When the Englishmen visited him on land, he produced a single piece at a value of 25 £!! He was told that it would require at least thirty of such pieces. If he did not deliver them the next morning, the vessel would be brought to shore. At the said time, however, the money was not delivered. The «Lily« was brought closer to shore and the »Comus« was sent for from Goréor. Thereafter, the crew went ashore and without bloodshed occupied the island.

When on April 17 the amount due had not yet arrived, the 3 community Bai and the palace of the King were burnt to the ground, i.e., according to KUBARY (II, p. 140), blown up with dynamite. When the people of Nggësár did not pay despite repeated demands, their Bais and the house of the priest, who encouraged the aRăklai to refuse compliance, were likewise destroyed. A Mr. HENDERSON, who belonged to the O'KEEFE Company which operated the »Lilla«, gathered the chiefs of Babldáob who, on April 22, held counsel on board the »Comus« at the roadstead of Goréor.

On the 23rd, both ships left the archipelago with the threat to return after 9 months.

(1883)

In August of 1883, the English warship »Espiègle« arrived, whose Commander, the renowned Admiral CYPRIAN**Bridge**,[276] took a benevolent stance. aRăklâi was released of most of his debts. The Admiral was even able to bring about a treaty between aIbedúl and aRăklâi that fostered peace among them. KUBARY, who returned to Palau in 1883, highly praised the charitable measures of this warship Commander: »He deserves praise for being the first who attempted to correct the cruel mistakes of his predecessor through a noble deed that arose out of his own initiative«.

(1885)

For the West Caroline Islands, the year 1885 became truly memorable on account of the political events that were brought about by the raising of the German flag on Yap (see p. 148). Spain could have perhaps prevented all of that if it had carried out earlier its resolution to

hoist its colors on the Caroline Islands. As early as February 23, the government in Madrid ordered the Governor of the Philippines to occupy the Caroline Islands by force.[277] After 4 months, on June 23, the expedition in Manila that was assigned with this task was given orders to leave for Yap. However, only on August 15 did the ships »San Quintin« and »Manila« set sail from Cavite, the former arriving in Yap on the 21st, the latter on the 22nd. The houses on land flew German, U.S. American, and English colors. Construction material had been brought ashore in order to build a government station; all work should have been completed by the 26th. All of a sudden, at six o'clock in the afternoon of August 25, the S. M. gunboat **"Iltis"** dropped anchor in the harbor of Tomil; at 6:30, a boat came ashore and took possession of the Caroline Islands in the name of the German Emperor.[278] On August 24, that is to say one day prior to the German seizure, the German government in Europe dispatched a diplomatic note to Spain containing an assurance that no prejudice was intended and that the German ships has been ordered to avoid any engagements with Spanish armed forces, in short, to settle the dispute amicably. The ensuing events and the mediation proposal by the Pope from December 17, 1885 are well known.[279]

In September of 1885, the S. M. S. **"Albatross"** under Captain PLÜDDEMANN visited the Palau archipelago and surveyed different areas; further details are provided in Part II., Cartography (see chart fig. 14e). What has to be mentioned here is the ship's voyage along the eastern coast of Babldáob inside of the reef as far as Melekéiok. On its further travel, see p. 148.

Not without good reason, anger over Germany's course of action arose in Spain. In February of 1885, the Spanish cruiser **"Velasco"** under the command of Frigate Captain D. EMILIO BUTRÓN Y DE LA SERNA had visited Yap and then stayed in Palau for 13 days. A detailed report of the Captain[280] about this visit is available and shows that the decision was made to pay more attention to the West Caroline Islands. A formal right of ownership, however, did not exist. Already then, and in 1899, Germany had proven its peaceful intentions by purchasing the Caroline Islands from Spain, something which, however, cannot be said of the United States and its proverbial love for peace. The year 1897 witnesses to that!

As evidenced by a letter of the monk ANTONIO DE VALENCIA,[281] Spain started missionary work after the
(1886)
Holy Congregation for the Propagation of the Faith, on May 15, 1886, awarded the archipelago to the Spanish Capuchins.

(1891)

On April 28, 1891, the small vessel »Santa Cruz« brought the new **Missionaries**, Fr. ANTONIUS and Fr. LUIS, from Granada to Palau. The Superior DANIEL MARIA DE ARBÁCEGUI decided on May 3 that Goréor would be the place to set up the mission. Soon thereafter, other missions were established in Melekéiok (see KRÄMER's Diar 04.28.07) and in Galáp, etc. The natives in Galáp told me that this place was penalized, most likely, because of riots against the missionaries. In the process, an attempt was made to burn down the Rubakbai. In 1907, I could still see the burn marks. The punishment was probably carried out by the Spanish warship »Villalobos« that was charged with disarming the natives.[282]

By the end of the 1800s, several German warships arrived.

(1898)

In 1898, the S. M. S. **"Arcona".** A merchant by the name of ANDREESEN (Anderson?), who in 1885 had deserted from the S. M. S. »Albatross«, lived as an agent of O'KEEFE on Palau, along with 2 more Englishmen. An account of the destruction of WILSON'S book was given on p. 138; August 23 departure(see also chart fig. 14 f.).

(1899)

1899. Despite the events that took place in 1885, a treaty with Spain concerning the cession of the Caroline Islands was signed on February 12, 1899. The purchase price paid by Germany was 25 million Pesetas.

For the most part, the most important dates of **German Colonial Activities** on Palau beginning with the year 1900 are taken from the Deutsche Kolonialblatt (D. Kol. Bl.)and the Amtliche Jahresberichte des Reichskolonialamt, and of the mission activities from the annual reports of the Capuchins, the »Aus den Missionen« (Aus d. Miss.).

On p. 100 of the D. Kol. Bl., 1900, begins the account by the Imperial Governor V. BENNIGSEN of his voyage for the purpose of the acquisition of the Caroline Islands, Palau,[283] and the Mariana Islands for Germany.

On September 30, 1899, the vessel »Kudat«, together with the S. M. S. **"Jaguar"** under Captain KINDERLING, left from Herbertshöhe. In Ponape, DR. HAHL was installed as Vice Governor of the East Caroline Islands, and A. SENFFT, the former Secretary of the Marshall Islands, as District Magistrate on Yap. On October 29, both ships anchored in the port of Malágal, where in those days the Negro JAMES GIBBON had taken residence. Next to him lived a Japanese trader who, together with 4 other yellow people who lived scattered all over the archipelago, carried on trade for the KOSCHINSCHA & CO. Company in Tokyo.

Furthermore, a certain JOSEPH JAMES on Marakatlan (Ngarekobasáng?) did business for O'KEEFE in Yap, and a Guaminian by the name of REYMOND for the same on Goréor. The Scottish trader JAMES SIMS, who had set this island free from paying tribute to Goréor, resided as an independent trader on Ngeâur (see the year 1874, p. 151). In recent years, Japanese trade amounted to 70—100 tons of copra, 20—30 tons of trepang,

1—1 ½ tons of pearl shells, and 1—1 ½ hundredweights of mother of pearl. The number of natives was estimated at around 4000.

Since it was rumored that in the south of the island of Babldáob at aIrâi coal was to be found, an excursion in boats to that place was undertaken on October 31, which, however, had to be prematurely aborted since the water supply for the ships waiting inside the reefs was running low. Later on, a native brought a piece of coal on board which proved itself to be brown coal of a young age. On November 1, the ships left the archipelago.

Already by the end of 1900, the Jaluit-Gesellschaft had introduced parcel post and steamship traffic in the Caroline Islands.

(1901)

On February 28, 1901, the German Governor V. BENNIGSEN arrived once more in Palau on board the Government steamboat »Stephan« (D. K. Bl., 1901, p. 448). Once again, the Negro JAMES GIBBON served as interpreter and, at the time of the departure of the vessel, was appointed as a type of local superintendent in exchange for a small remuneration. An excursion to aIrâi was made in one of the large war boats of Goréor that could accommodate 34 passengers and their entire luggage. The search for coal in the village of aIrâi and in several other places did not yield any results. After the chiefs in Goréor held a chief's meeting, a Ruk dance was performed in honor of the Government Representative.

By the end of November, the District Magistrate in Yap visited the archipelago once more and recruited several soldiers for the local police force. In a chief's assembly on December 4, the Police Superintendant JAMES GIBBON was provided with two »respectable natives« in order to be able to penalize minor infractions with Palau money and hard labor. The fines were earmarked for the maintenance of theforce. Powerful and rich natives were prohibited from appropriating labor and property of the people without remuneration. The sorcerer, the Galid, was warned under the threat of banishment not to instigate the people against these decrees.

From December 5 to 8, Babldáob was paid a visit. Excavations in the search of coal up to a depth of 6 m remained without result. It was also realized that the previously praised fertility of the land was indeed less than splendid. The »unclaimed« island of Malágal was taken in possession for the Government. The local Koshin Company and the Japanese merchant VITCHIGAWA, who had lived there since 1892, were given leases, and the Police Superintendant JAMES GIBBON was awarded some land for life. A census showed 3748 Palauans and 75 foreigners, among them 6 white men (4 Capuchins and 2 Englishmen), 43 Mariana Islanders, 23 Japanese, 1 Chinese, etc. Property rights were settled in the following year.

(1904)

Another visit of the District Magistrate took place from July 18 to August 22, 1904. On February 8, the Police Chief JAMES GIBBON had died. The American schooner used for this visit anchored at Aregor (Ngaregúr), that is, at the northern tip of Babldáob, from where the District Magistrate travelled by boat to Eibukes (Ngabúked) in order to present the chief with a rifle as a gift from Mrs. SEMPER. From there,

the isthmus of Aréngel[284] was visited and the unrewarding decision was taken to dig a channel there similar to that in Yap. Much time and effort went into the excavation works which could not be completed because such a large amount of earth needed to be moved. After visiting Jibukel (aJebúkul) in Ngaregolóng, the official walked by foot across aGol and unsuspectingly across the isthmus of Ngarblūd, which would have made his channel project to so simple, to Golap (Galáp), and from there, in a seven-hour march, to Angkaklaú (Keklâu). In all probability, he was the first white man to take this and other routes on Babldáob, barely 3 years before my hikes and surveying work!

It remains intriguing why the official, in view of the rough outline of the map of Babldáob (D. K. Bl., 1905, p. 51), remained under the illusion that the eastern coast on which he wandered along ran from NW—SE while, in fact, it points directly into a north-south direction (see fig. 14, g). At least the peninsula of Ngaregolóng is already indicated on the map; of course, the neck carries a head that is far too large![285]

A chief's assembly in Goréor on August 4 provided some information concerning the spread of the scale insect infestation of the coconut trees, and that 32000 of such palms had been planted, still far too few for the large archipelago. As a result, indigenous counting bead strings were implemented for further control. The abolition of the club and courtesan culture was likewise discussed, but for the actual implementation of such measures, the presence of a white Police Constable seemed to be imperative.

(1905)

By the end of January 1905, the Police Constable WINKLER was transferred from Yap to Palau onboard the S. M. S. **"Kondor"**, inaugurating the period of the actual German administration of the Palau group of islands.

On November 8, 1905, the District Magistrate once more arrived in the Palau Archipelago[286] on the schooner of the O'KEEFE Company and remained there until the 16th. There was much resistance against the measures for the extermination of the scale insect pest. »The only thing asked for is the cutting off and burning of infested fronds; a task that does not take more than one hour per week, but even that is not done«. This report is obviously distorted. During each full moon, my men were kept busy for several days. Those who owned many tall palm trees had quite some work to do. What made it worse is that colored police constables roamed around in the districts and watched out; this opened the way for intrigues and arbitrariness. Nothing hurts a Palauan more than a fine of

native money. In his report, the officer complained of the greed, brazenness, and laziness of the Islanders. Two sorcerers, who had incited the people in Ngaregolong against the government, were sentenced to prison; a third one, who instigated two fellow countrymen to commit murder, was sentenced to death.[287] »The Chief of the island of Piliu,[288] the most notorious supplier of women for the clubs, on whose islands hardly any woman was to be found whom he had not already pressed into prostitution, was deposed.« The land in Madalâi, on which the government buildings are located, was acquired by purchase.

(1906)

On January 14, 1906, the S. M. S. **"Kondor"**, together with the District Magistrate from Yap, entered the port of Malágal. A Palauan had killed the trader WILSON and was arrested. On the 16th, the »Kondor« carried on. The station house, whose building was undertaken by the station head on the headland in Madalâi, was near completion, just like the great stone pier reaching into the deep water (see plate 8, I).

It is worth mentioning that the trade balance for the year 1906 accounted for 54673 Marks (M) in imports and 165196 M in exports; in round numbers, 117600 kg of copra (32900 M), 3300 kg of trepang (1140 M), 595900 kg of shells (129200 M), and 131 kg of other cargoes.

Throughout the year, the Government Physician BORN visited the archipelago for several months.[289] Likewise, Father RAYMUND arrived as the first German Capuchin, at which point the Spaniard Fr. SILVESTER left Palau. (see Kr. Diar).

On October 27 and November 3, 1906, the new Government Motor Schooner »Ponape« reached the Palau Islands, this time with the District Magistrate DR. FRITZ from Saipan on board.[290] Six agitators from Ngaregolong were taken into custody shortly before, and exiled to Saipan onboard the S. M. S. »Kondor«. On November 16, the »Ponape« sailed to Sonsorol, Pul, and Merír, which were struck by a typhoon only recently. Since fuel ran short, the ship had to return to Yap, where, as reported in KRÄMER'S Diar, on December 12 the Deputy Governor arrived on board the »Seestern«. He set sail for Palau on the 14th, there, on the 15th, dropping the 20 women and 7 men who were brought along from Merir, and then, while my wife and I remained in Madalâi, arriving in Sonsorol and Pul on the 16th, bringing along 59 natives from the former and 43 natives from the latter island. Those were dropped off at Palau and settled in Ngarekobasáng, where they were found in good condition by the 1909 Hamburg Expedition.

(1907)

In the year 1907, the S.M.S. **"Planet"**, and for the second time the Government Physician, came from Yap to Palau (see KRÄMER'S Diar from 04.21.07). Likewise in the same year, Palau was linked to the

steam ship route[291] and visited every 4 months by the steamship of the Jaluit-Gesellschaft, »Germania«, which later on in 1909 expanded its route from Sydney to Hong Kong and back via Simpsonhafen. By necessity, Palau became a postal station in October of 1907. The connection to the rest of the world, however, improved significantly only when, on July 2, 1908, the newly founded Deutsche Südsee-Phosphat-Aktiengesellschaft in Bremen was granted a special permit to mine phosphate deposits after these were discovered in Angaur (Ngeaur) and Pelíliou. On November 22, the roadstead of Angaur was opened for international traffic. Likewise, customs regulations for the German protectorate New Guinea (incl. Palau) came into effect on June 10, 1908, such as a personal tax of 40 marks for each white resident on June 30, 1908.

(1909)

On March 10, 1909, the port of Malágal was opened for international traffic. Krämer's Diar records that on August 3, the Hamburg Expedition Ship **"Peiho"**, and on August 10, the S. M. S. **"Planet"**, arrived in Palau, as well as that by the end of August, the first steamship with a cargo of Phosphate sailed homebound from Ngeâur, where soon a phosphorous limestone content of 80—85 % was determined. On December 21, 1909, the District Office of Yap for the West Caroline Islands and Palau was authorized to exercise jurisdiction at first instance. It has to be mentioned here that, on October 1, 1909, the selling of ammunition and alcohol to natives was once more explicitly prohibited.

In February, 23 Europeans, 55 Chinese craftsmen, and 98 men from Yap commenced work on Ngeaur (Angaur). In addition, 126 men from the Central Caroline Islands were hired over the course of the year. Because of the steep coast, an iron loading bridge was built at the western coast and a mooring buoy was secured at a depth of 200 m. In 1909, a total of 8641 tons (= 208000 M) of phosphate were loaded and shipped. The Gesellschaft acquired the island except for a reservation for its native inhabitants. In November, Ngeaur was connected with the cable station of Yap through radio telegraphy. Through the Telefunken system, the stations were equipped with receivers initially for a range of 1200 km, with an expansion capacity of up to 2200 km, i.e., reaching as far as Ponape and Rabaul.

(1910)

On April 25, 1910, a native head tax of 5, 7 or 10 marks was introduced, insofar as the home of the individual was identified as subject to taxation by the local administration, subject to the approval of the Governor. In May, Fr. BASILIUS, together with one Brother, moved into the newly built Mission station in Melekéiok; 2 religious Sisters followed a year later. The convent of the Sisters

in Goréor was completed at the end of the year with the help of two Sisters, two Fathers, and two Brothers.[292]

Officially registered in the archipelago at this time were 42 Japanese who engaged in small trade, while only one white trader was left.

(1911)

The year 1911 brought those natives who, in connection with insurrection on Ponape, were banished from there. On February 12, about 50 women arrived in Goréor; the men were sent to Ngeaur for work in the local Phosphate plant. Other men from Yap followed. Altogether, about 300 were settled at Mekér, the southern part of the village of aImig or New-Ngarekeâi, the main settlement of aImelik, where in December those who worked in Ngeaur likewise arrived; furthermore, 75 people from Palik were settled in Ngardâi, an abandoned place south thereof.[293] It cannot be said that they fared well in their new home. Fr. PLACIDUS reported one year later that 50 adults and 8 school children had died since they could not adjust at all to the Taro culture of the land. The Catholic Mission looked after them kindly and alleviated their misery. It even established a special station in Mekér. Worthy of mention is that in 1911, the old aIbedul Gókebai died and the well known Arikoko (a Regúger Laug) became Ibedul.

(1912)

For the year 1912, a strong typhoon is notable, which is mentioned in more detail in Part II. Geography. The Mission Workers in Melekéiok depicted very vividly how on November 26, from 9 to 12 o'clock in the evening,[294] the storm raged and tore away everything, including houses and trees. A year later, however, the settlement was restored and even new schools were built in Ngivál, aIrâi, and in aImelik.

(1914)

In the year 1914, when the Phosphate production in Ngeaur yielded for the first time a dividend of 11 %, it happened that Japan, in gratitude for German hospitality at home and abroad, took part in the general ambush.

Itdoes not appear to me superfluous to summarize here an **excerpt from the journal of my own travels in the Palau archipelago**, which I will call **Krämer's Diar** for short.

(1906)

In the year 1906, I joined the Expedition as Anthropologist on board the Surveying Vessel S. M. S. »Planet«. For 9 months, we sailed through and sounded out the Atlantic and the Indian Ocean. The journey ended

//Krämer, Palau, Vol. 1, Plate 3.//



Johann
(Half-cast of a German Yap woman)

a Umáng (Otto)
Grandson of Cpt. Cheyne (see Gor. At 4. gen. VI)



Maladalarákit a Ulúi a Ililaū

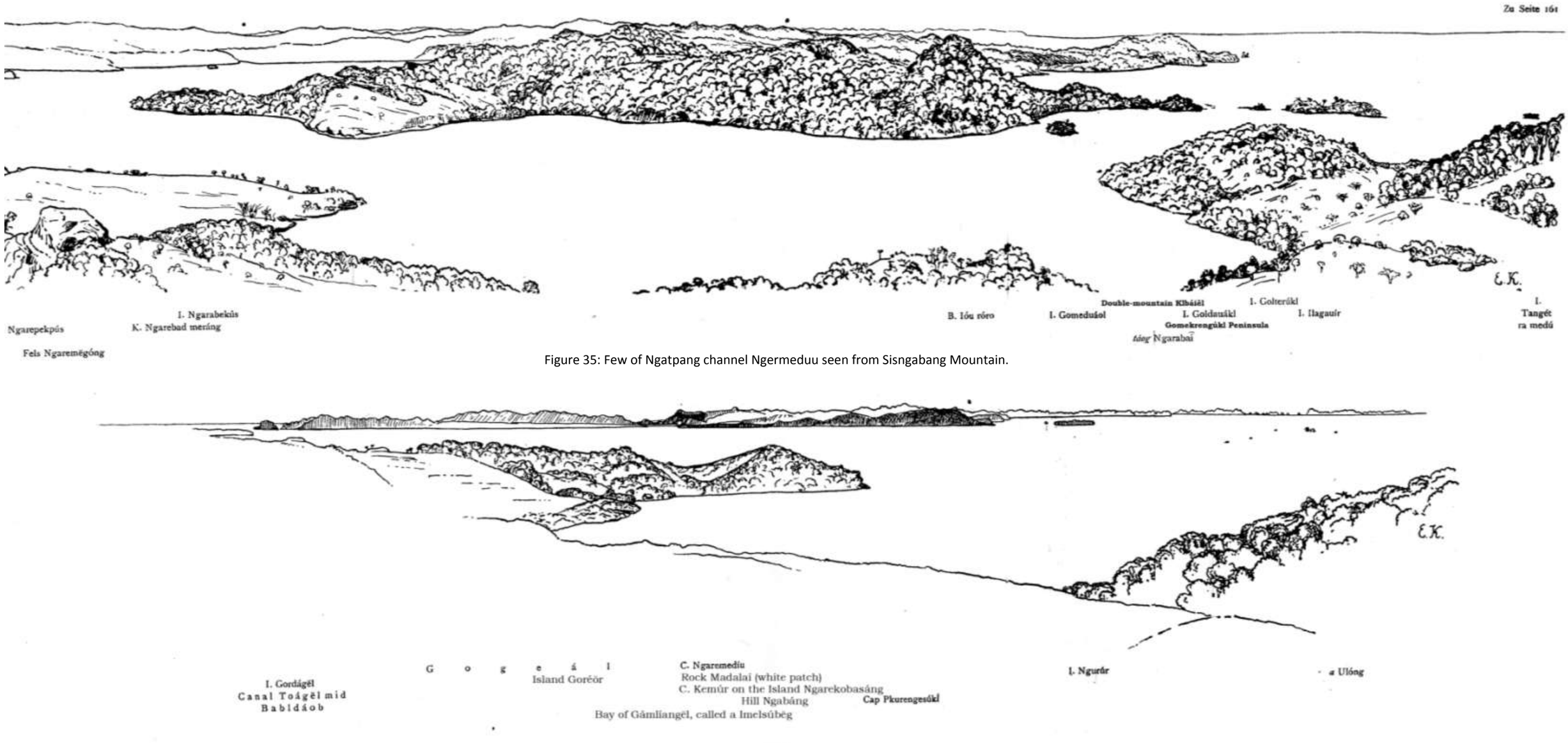


Figure 35: Few of Ngatpang channel Ngermeduu seen from Sisngabang Mountain.

Fig. 36: View from Lmut Mountain toward South

mid-October in Matupit on Neu-Pommern. On November 5, the »Sandekan« arrived with my wife, delayed by a strong typhoon in Hong Kong. Now we waited for an opportunity to travel to the Caroline Islands. One month later, on December 5, the Government Steamer »Seestern« sailed north and the Deputy Governor DR. KRAUSS was kind enough to take us, and our 43 pieces of luggage, along. The journey led via the newly built station Eitapé in Kaiser Wilhelmsland to Yap (12th—14th) and then to **Palau**, which I set foot on for the first time

(15.December)

on December 15, 1906. While the »Seestern« was on her way to fetch the inhabitants of the island of Pul which had recently been destroyed by a typhoon (see p. 158), and who were settled on the island of Ngarekobasáng, I had the opportunity to get to know Goréôr, i.e., SEMPER's Korror. We stayed in the house of the station head WINKLER.

(19.December)

On Wednesday, the 19th, we returned onboard the »Seestern« to Yap, where we embarked in order to await the arrival of the »Germania« of the Jaluit-Gesellschaft which should bring us to Truk in the Central Caroline Islands.

(1907)

On April 14, after a stay of 4 months in the little known archipelago, we arrived once more in Yap on board the »Germania«. We hoped to continue our journey to Palau right away on the same ship, but our friend from Kiel, Corvette Captain KURTZ, had arrived in the port on the »Planet«. He invited us with such cordiality to continue our voyage to our destination on his ship that, there and then, we yielded to his wish and changed ship. Two hours later, we were once more at sea. This way my wife came to know this lovely ship on which, two years earlier, I had made my eventful trip across the oceans.

(15.April)

On the day after our embarkation, the 15th of April 1907, the **"Planet"** anchored in the atoll of Mógemog in order to inspect the devastation brought about by the Good Friday Typhoon, which narrowly missed us in Truk and which ravaged Voleâi on March 28. The islands of the Ulúlsi atoll were also severely buffeted by the storm, and houses and trees in large numbers were scattered on the ground, but only a few lives were lost. After a few

(18. »)

days, the »Planet« returned and arrived in Yap early in the morning on the 18th. For two more days, the ship moored in the harbor of Tomil where, in the fall of 1914, after the outbreak of the wicked world war, he chose to scuttle his ship rather than let it fall into the hands of the Japanese after having accomplished immortal and glorious deeds for the exploration of the oceans!

(20. »)

On April 20, at six o'clock in the morning, the journey to Palau commenced, where on the following day

(21. »)

the vessel dropped anchor at 3 pm in the port of Malágal. The Government Physician, DR. BORN, who not long ago had experienced the strong typhoon on Voleâi and narrowly escaped with his life, had arrived to look after the

(23. »)

state of health on this island. Together with him, I sailed on April 23 in the W lagoon on board the S. M. S. »Planet« along the coast of Ngaramlungúi where we visited with our boat Ngarameténgel. In the evening, the »Planet« had once more dropped anchor in Goréor.

(24. »)

On 4.24, we accompanied DR. BORN, who was traveling to Melekéiok, in his boat until a Irâi,

(1907)

on our way there visiting the pretty Gogeál of Ngeréam, located in front of the Góngolungel passage, which the station head WINKLER recently caused to be hewn out of the porous limestone. I named these islets Songél[295] a Born.

(25.April)

On 4.25, together with Captain KURTZ and guided by WINKLER, we visited the idyllic Gogeál "maze south of Goréor, which, in honor of my wife, I named it Songél (footnote: Sau treasure, Songel his love.)a Lise (chart 2, side plan and p. 191).

(26. »)

The day thereafter, I had the fortune to witness a funeral on Goréor. The adopted son of the High Chief aIbedúl was laid to rest (in *blai* 42 Sug).

(27. »)

The caves I had noticed in the forests of Gogeál prompted me to a visit. On the other side of Ngarbagéd is a niche in the rock formation at the height of around 10 m above a lake that is separated from the canal by a limestone ridge. Excavations, however, yielded only pot shards and bone fragments. Apparently, this place had already been excavated at an earlier time.

(28. »)

Since the »Planet« would leave Palau soon, we decided to move to **Melekéiok** on the island of Babldáob. At 5 o'clock in the morning, at full moon which brought a high tide of 2 meters, the journey in the Government vessel under WINKLER'S command first continued to Goikúl which was reached after 2½ hours of travel. At 10 o'clock, we had reached Cape Taprengesáng in the great eastern bay, and at 11 o'clock, Pkulamelmíl, the rock knoll south of the eastern cape of Gogibërámës, where the south beach of Melekéiok stretches between these two landmarks. At that time, the contorted wooden house[296] of the Spaniard Father CHRISTOBAL, a Valencian who welcomed us cordially, was still to be found at the foot of the aforementioned rock. He was preparing for his return home since the German relief was pending (see above, p. 154, fn. 5 and 158).

While we were having dinner in his pavilion which he had built on stilts in the waters of the lagoon,[297] the German Capuchins, viz., the Prefect Rector Fr. VENANTIUS and Fr. CALIXTUS, arrived from Yap in order to discuss the take-over. Soon thereafter, CHRISTOBAL'S Alcazar was demolished and the German Fathers, on a wide rock eminence above that place, erected school and farm buildings so as to inaugurate a new era of mission.

The two of us retreated and traveled with our luggage northward, where we went ashore on the far side of the east cape of Gokemí, the northern berth of the municipality of Melekéiok, and took residence in the Bai Gádes i gëbíl, i.e., »the Stone Path of Women«, situated on a massive stone structure. Two young natives came along with us in order to attend to cooking and other duties. Ignorant of any European skills, they first had to be trained.[298] The two were joined

(1907)

by an interpreter whom I needed for my inquiries among the natives. I explicitly mention here that I consider the method of many scholars to learn the language first, and then to act as one's own interpreter, time-consuming as well as unreliable. Someone who does not notice whether or not an interpreter is reliable is simply not fit for explorations in the field of ethnology. Even among missionaries who lived for decades among the natives, I could not find the vocabulary that a talented native would have in addition to the knowledge of indigenous life. Even on Samoa, where I was quite proficient in the native tongue, I never neglected to make use of an interpreter in the translation of texts and on my explorations. During my time in Palau, the boy AUMÁNG, whowas called Otto by the priests from whom he had learned German rather well (see plate 3 and the introduction), served me as interpreter. In his company, I went to the village to visit the Bai, where I asked all the chiefs to tell me the picture stories while my wife copied the carvings by herself. If we would travel to other villages, we would rent a native canoe which our young helpers, one at the stern, the other at the bow, pushed with bamboo poles through the shallow lagoon. Very rarely was it necessary to paddle with the small pagaie or to sail. In this manner, we visited all the surrounding villages on the coast to the south and to the north; the first was **Ngarsúl**, where I first encountered the issue concerning the Ngardok lake. It was said that at that place the river discharged, which was said to issue from the Ngardok Lake. I ascended the zigzag-creek 3 km long and 5—10 m wide and enclosed by mangroves, until the canoe reached the estuary of a small forest creek coming from the north. Due to the incoming low tide, we had to return at this point (see the map of Ngarsúl). In those days, the old Galid still resided together with his cat in thesomewhatdilapidatedsorcerer's hut. We were back in the evening.

(2.May)

Two days later, together with DR. BORN,[299] we visited the inland lake **Ngardók**.[300] The way leads over the high village square of Melekeióng up to the savannah west of the place, from where the east coast, and from an indented section of the hill even the tip Ngáruak mountain (in W to N) at the western coast, could be seen.

Especially beautiful is the view from the ca. 50 m high mountain Këngól (plate II) of the lake surrounded by forest. The lake itself can be reached from the eastern side, where the river Ngdórok issues from the lake, forming a 1 foot high cascade like emptying a bucket. We built a bamboo raft to measure the depth and the volume of the lake and to find its tributary. At first, we failed to do so since reed sat the narrow west end prevented the continuation of our journey. When Dr. Born left for home after breakfast, I, this time alone, tried my luck once again. I took to land, went around the reeds in the virgin rain forest, and located a small river creek that came as tributary from the western hills. I was

(1907)

accompanied by the native Mangelil who, alongside Johann, had offered his services. Our way home took us one hour.

(6.5.)

In order to solve the question concerning the Ngdórok River once and for all, I looked for its middle reaches. Slowly meandering, the river expanded in several places to the width of a small lake. One expansion, located WNW of the mountain Urutoi, is called Ngardungúid and was 2 m deep and 20 m wide. Farther to the north, a similar expansion is found, given the name Ngelilt. From Melekéiok to Ngarsul, a hill ridge appears between the rivulet and the ocean which shapes the long run from north to south. We visited the small mountain Galálagos and the Kótkol, located right beside the Nggësár mountain; both were connected by a small forest ridge. We then descended to the village of **Ngarâus**, where the old Bai in the gorge still featured gable figures, and which housed the wooden figure of a god of sickness by the name of Mogoloú that previously stood in the forest. Here, we met an old man by the name of Kesoálrbuk who told that, as a young boy, he had experienced a typhoon that leveled everything. In the evening, we hiked over the mountain to **Nggësar** where we stayed for the

(7.5.)

night. The following day, we returned to Ngaraus and then in our canoe to Melekéiok.

(8.5.)

Ngërupesáng.Inquiries concerning constitution and names.

(9.5.)

Reached **Ngivál** by poling for 1¾ hours (except for the 3 inlets of the Ngamâi Bay). On our journey home, we bought 5 cans of milk for 4 marks at the Japanese station of the Seki in Blissang.

(10.5.)

Studies in **Melekéiok**.Beginning of the rainy season.

(13.5.)

Visited the old Bai a Ilíud (map of Melekéiok-Ngërupesáng) in **Ngërupesáng** where Kubary with his wife from Simsim (Ponape), together with a black boy, stayed and where he became father of a daughter; »he skinned birds«. My wife painted a picture of the Bai Goldesêi whose gable had been sketched by Kubary (Kub. VIII, plate 31), and where the fish pole he had illustrated was still to be found (l. c. plate 33, no. 5).

(14.5.)

Also in **Nggësár**, I found the paintings in the Rubakbai Gosobulngâu that are pictured in Kubary VIII, plates 42—44.

(15-16.5)

After 2 days in **Goikúl** studying the pottery, we returned to **Goréor** in view of the fact that the Germania was arriving with the mail. This time, we put up at the Bai **a Dngŏrónger** at the berth of Sagamús, where we resided during all later stays as often as we came to Goréor. (Plate 5.).

(19.5.)

On Pentecost Sunday, I ordered a Bai, 6 spans long and 2 spans wide, from a Regúger (Arikoko) and his master-builder Golegeril (Gor. At.2 Gen. V) for Berlin, which later, called Kekerél Losobulngâu, was sent to the Ethnological Museum there.

(20.5.)

On White Monday, we headed out again for Babldáob. Along the way, we discovered at the Gogeál Pkulapngêi (chart 3, φ 20′), west of the Góngolungel channel, the picturesque cave (q. v.) of **a Īl debúsŏg**, the »Triton's Horn Cave«. Due to heavy rainfalls,

(1907)

we rested all afternoon in **Nggasagáng** (φ 24′). At midnight in **Melekéiok** in the old Bai. I hired Ngirasumáng as servant.

(22.5.)

In order to get to know the north, we soon continued our journey to **Galáp**, which we reached by poling for 3 hours. In the evening of the very same day, we visited the old Mad Ngabúked, Semper's friend Arakalulk

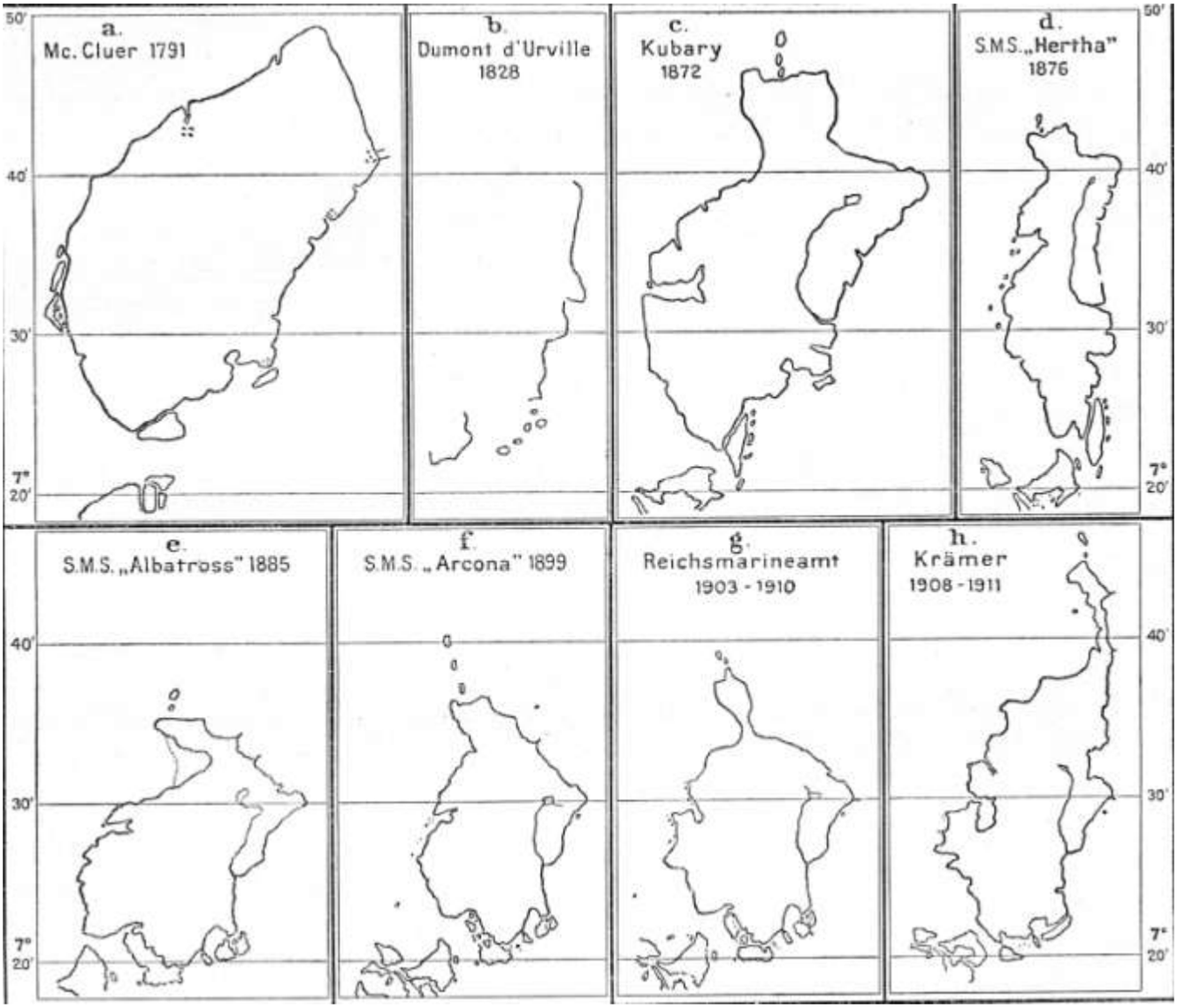


Fig. 14. The progression of the shape of Babldáob 1791—1911.

(24.5.)

from 1862. From Galáp, we paid **a Ulimáng** a visit; we then went to see the villages in the furthest north:

Ngarabâu, a Iebúkul,

(25.5.)

Ngabiúl, and **Ngrīl**, and the a Réngĕd at the Delóbokagól channel, i.e., the breakthrough of the isthmus of a Gól

(26.5.)

that was attempted by the station head (view fig. 46). We also climbed the terrace mountain **Ngamedú** (plate II[I]) at Ngabúked (barefoot) and measured its height at 130 m. My wife sketched the panorama as proof that the previously existing map, namely that of the northern part of Babldáob, is entirely wrong (fig. 36). We completed surveying this part. When Mad fell ill with dysentery, my wife quickly did a portrait of him, since for a weak man of his age death

(1907)

was likely to be expected. It should be told, however, that he got well again and died only after our
(28.5.)
departure. For his sake, we only went on short excursions to Ngaregolóng.
(28.5.)

I visited **Mangal‘láng, Ngarametóng,** and the entire hilly landscape of the northern tip, including the 3 mountains Ngadég, Galeós, and Ngermongót, everywhere taking my bearing and surveying new territory. There, I discovered the Ngarekêi crater and in doing so the sounding ground Morúruk. On the Galeós, there was a stone
(30.5.)
image of the demon Delangerík. In Mangal‘láng, we studied the beautiful Bai, and from there visited **Ngëúngel,**
(1.6.)
Ngabiúl, and **Ngrīl**. At our return to Galáp, we went ashore in **a Gol** and, trekking southward, I found the narrowest place of the peninsula, 150 m wide and barely 7 m high, at the abandoned village of Ngarblūd.
(3.6.)

In order to get to know the last village of the north, **Gólei**, as well, a boat trip up the western coast from
(4.6.)
Ngabúked was undertaken. Next, we sailed down the western coast until we reached **Ngardmâu**, where we
(6.6.)
studied many Bai, one after the other. From there, I alone undertook an excursion into the unknown interior, and after ascending the 195 m high mountain Bádagadéng, discovered the peculiar mountain torrent bed a Iveltáng of the river a Did, and not far away from it, near the mouth of a tributary river, the magnificent waterfall Madál a
(7.6.)
iegád, the only larger one on Pelau, whose foot is located only 15 m above sea level (plate II). The journey continued along the western coast down to **a Iměúngs**, the main village of the region Ngaramlungúi. We took residence in the Bai Blissang right beside the Mangle channel. Here, I bought a *deruál* bracelet for 30 marks, probably the last one existing in the archipelago! On the day after our arrival, we climbed the a Gatiroír, which, as
(8.6.)
I learned later, only one white man, Kubary, had climbed before me. He was believed to be 600 m high, but I measured it at 195 m. At the altitude of 175 m, I chanced upon the abandoned village of **a Rois**. From its pinnacle, we had a marvelous view of the Ngatpang bay and the south of Babldáob, which was drawn by my wife (fig. 30).
(9.6.)

On Sunday, we traversed the island at its widest point from a Imeúngs to **Melekéiok** in ca. 4½ hours. Half an hour later to the east, we arrived at several terrace mountains, one at the former village of Ngariděóngel and then came across the legendary a Ugulabūg; to the north one can see the probably rocky cone shaped mountain Ngaramagaraoáng. Another half hour later, we came upon the 10 m wide headwaters of the Kloultáog that run toward the Ngatpang basin, which, much like the a Did (see 6.6), has carved deeply into the clayey forest soil, and, alongside a tributary, had to be crossed (see plan of Ngarameskáng, Part III, district V). After another fifteen

minutes, at the slopes of the Rois Meskáng, at the altitude of 15 m, one comes across the remnants of the legendary abandoned village of **Ngarameskáng**. After an ascent of thirty minutes on the old stone roads through the forest, one reaches near the top a river flowing to the west called Manga ra galdeóng, which, at the resting place, forms a 2 m high fall. Over the high ground of Rois Meskáng (125 m) which forms a watershed,

(1907)

and following a narrow path on the mountain ridge, one comes after 20 minutes upon the resting place Golóug, where the people of Melekéiok took refugeduring the war against the English. (see Melekéiok, Part III). A few steps to the south east is the boundary of Ngatelngál and Ngaramlungúi. From this place, Mount Nggësár can be seen in the SO.

A good half hour to the east, a path into that direction branches off. There is plenty of hilly savannah with yellow soil and roughly 90 m high. In 15´ we descended to the 2 m deep river a Ileperâigiu, which runs south-eastward to the Ngardórok river, and which we reached ½ an hour later after crossing the elevation a Kdegútŭl (80 m, badlands) in swampy forest soil. Narrow and deep, it could only be traversed with great difficulty by using vines. After another short 15 minutes, we reached yet another marshy lowland called Berdakl, until finally the last good half hour brought us to our destination. That very same evening, we sailed from

(10.6.)

Melekéiok to **Galáp**. This 5-day trip was especially rich in discoveries!

Studies at the location and in Ngabúked followed, where the old Mad is doing so well that on June 11 he

(12.6)

ate up our green spelt soup with pork and plum pudding. There, I met the priest a Rdeál from Keklâu in whose basket I found drafts of Bai-stories and wooden tablets with drawings, called *gerabâi*. That is why, after visiting a

(13.6.)

Ulimáng, we went on an excursion to **Ngivál** and **Keklâu**.

(14.6.)

The following day, we traveled from Ngabúked to **Tabáteldil**,[301] the residence of Semper at the outside of the western coast and the end of the Mangle channel at **a Urúng**, where only a few palm trees in the bush near the edge of the rocks hinted at a residence place. When we had become sufficiently familiar with the surroundings of

(15.6.)

Galáp and the north, we returned to **Melekéiok**. Our farewell from Mad and his wife was not pleasant, for when we were offered a mat and jokingly asked how much it was, the wife actually named her price, even though, besides medical care, I had given her a lot of expensive medicine as well as woolen blankets, etc. Thus ends Semper's Arakalulk!

(17.6.)

Excursions to **Nggësár, Ngarâus,** and **Ngarevíkl**,then to **Goréŏr** and back, in order to get to know its

(19.6.)

surroundings better. Firstly, we inspected the progress of the Berlin Bai that was near completion at the landing stage Gamáng of a Iebúkŭl. It was built by the guild Ngaratëkángel, whose foreman was the old Gobak Klotráol,[302] and the master builder Golegeril, the brother of Ngiraikelâu. A few days later, the government

(25.6.)

steamer »Seestern« arrived all of a sudden, this time with the governor Dr. Hahl himself onboard, and we had to pack our belongings within 6 hours, pay salaries, complete our work, etc. I left 1000 marks with the station head

as payment for the Bai, and gratefully acknowledge time and again how the colonial officers supported us during this journey.

This brought the two-month 2nd stay on Palau to an end, the results of which I have put in writing in the Mitt. aus den Deutschen Schutzgebieten, 1908.

1909—10.

(1909)

(21.6.) //p. 168// Almost two years later to the day, on June 21, 1909, my wife and I again arrived in **Palau**, this time on board the »Peiho«, the ship of the Hamburg South Sea Expedition, which sailed to bring supplies to Hong Kong and was to return a few weeks later. As before, we were put up in the Bai a Dngorónger in **Goréor**. Our old acquaintances from Palau welcomed us cordially and brought much food, particularly the old woman Diraingeáol, the mistress of Blai VII, who took the place of my wife's mother and brought something to eat almost daily during the long duration of our further stay. We hired first two, later three, boys[303] as servants, and this time, I chose as interpreter, instead of Umang, the older and more reliable William Gibbon,[304] half Palauan and half Negro, who rendered outstanding services to me after he had improved his English. These four were my boat crew, and so I was less dependent on chance.

Until the arrival of the Hamburg expedition vessel »Peiho« on August 3, 1909, we worked in Goréor and its surroundings.

(27.7.)

From July 27 to 31, we made a trip to **a Irâi** on Babldáob in order to attend a dance festival there. On the journey there, we used the Ngurusár passage, a mangrove channel almost 1 ½ km long,[305] that separates the Gogéal Ngerëam from Babldáob. This winding channel is often so narrow that our long outrigger boat could hardly pass. From Ngurusár, we trekked overland for about ¾ h over land, passing the place of the old Ngarsúng to a Irâi.

In Goréor, we came upon our large mail packet that the »Germania« had unloaded. It brought news from New Guinea that the government steam ship »Seestern«, which had brought us to Palau the first time, had sunk in a storm. The news of the passing of Reich Chancellor v. Bülow reached us equally suddenly. After the **arrival of**

(3.8.)

the „Peiho" on August 3, 09, I was kept busy with business matters since I had to assume leadership of the expedition of the Hamburg Scientific Foundation; stocks had to be checked, new facilities had to be put up, etc. In all this I was given outstanding support by Captain Vahsel and the First Officer Lorenzen. So as not to further delay my scientific work, I assigned to Dr. Sarfert the work of interviewing the inhabitants of the coral island of Pul, whom,, as I have mentioned, the government

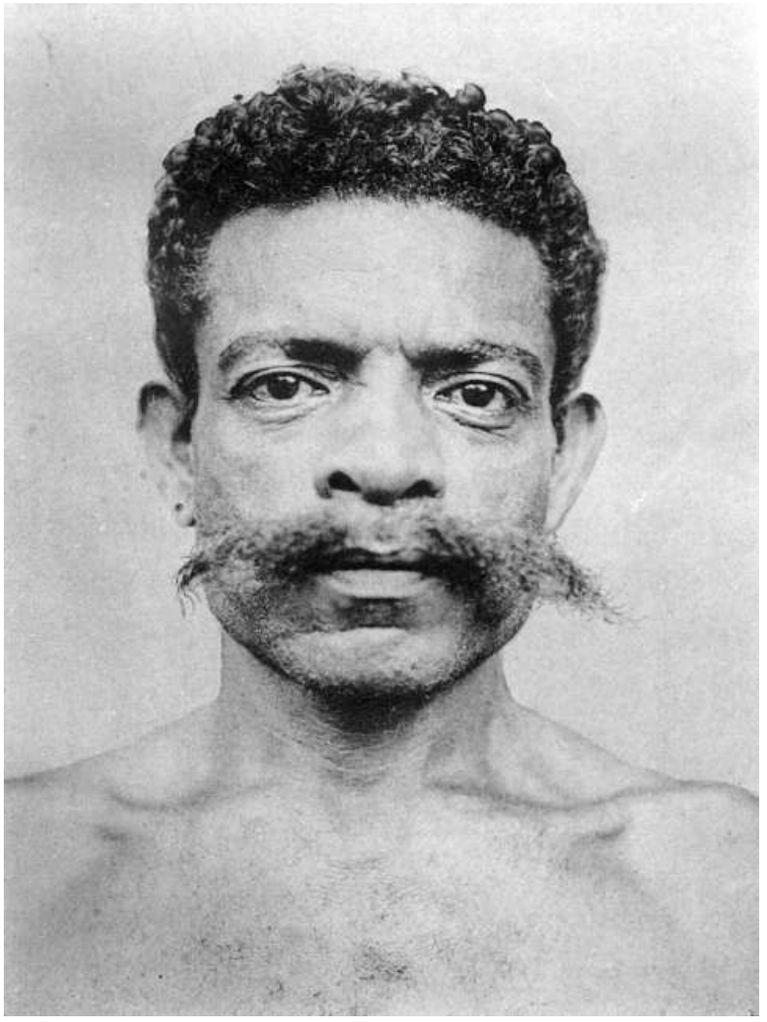
//Krämer, Palau, Vol 1, Plate 4.//



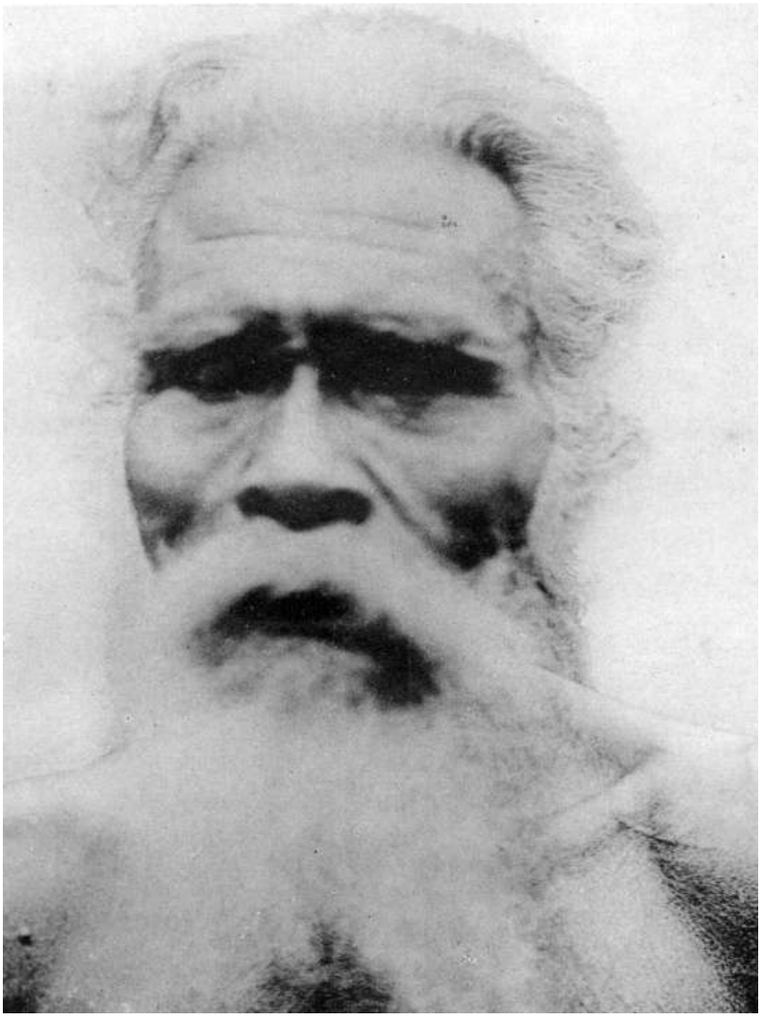
1. a Ubâi of Ngarekobasáng.



2. Sagarmidar from Ngariélep.



3. William Gibbon
(father, West India Negro; mother, Palauan)
(see Goréor *blai* 24).



4. Láug Semelemóg
(a Ibedul 12, see Gor. At 3. Gen. IV).

(1909)

hadsettled on Ngarekobasáng the year before, just it had settled the people of Merir in Ngarebódel on Goréor. , Dr. Hambruch was to proceed with anthropological research. Hellwig, who was also our bookkeeper, began his main task of collecting ethnographic materials, so all of us were obligated to assist him. Now a member of the expedition, Mrs. Krämer was to continue her previous work.

In order to set up a base for a more exact mapping of the land, I tasked the Second Officer of the »Peiho«, Gollert, to measure the distance from the government building in Madalâi to Mount Ngurungevíkl in a W—E direction; the result was almost exactly 3 km. Since Lieutenant Commander v. Trotha of the S.M.S. »Planet« had arrived on August 10 in order to make a new chart of the port of Malágal after earlier surveying Ngeâur and the Dénges entrance in the south, I made use of his presence to verify the base with the help of experienced staff. Indeed, a small error of 1˚ 50´ was noticed. Noticing that the Ngáruak mountain on Babldáob could be seen from both end points of the base, it was possible to obtain a fairly good triangle. Unfortunately, we missed the opportunity to trigonometrically intersect these points. The »Planet« had traveled to Yap to fetch the mail, but left

(22.8.)

a surveying expedition behind on the »Peiho«. It returned on August 22, and then completed the work of surveying the harbor. Since it was too soon to return to the Bismarck Archipelago, I handed our faithful boy Tondo in tears over to Mr. v. Trotha so that he could bring him back to his home, as he readily agreed to do. On

(24.8.)

the 24th, the »Peiho« sailed south and touched at **Ngeâur** (Angaur), where the Bai was occupied by white men and Chinese working in the phosphate company. The first phosphate cargo ship lay at anchorage, ready to sail. The following day, on the onward journey to Merir, Pul, Sónsorol and Tobi, a castaway canoe with people from Mógemog was picked up 150 nm south of Ngeaur.[306] Dr. Hambruch, who in Goréor had already taken care of some people fromMógemog who at the end of September had landed in Ngabúked on their way home from the west, was tasked with questioning the passengers. Later, the ethnographic exploration of their atoll was assigned

(6.9.)

to him. Two weeks later, the »Peiho« dropped anchor yet again at the port of Malágal. Work on land took its

(13.9.)

course. In the meantime, a trip to **Pelíliou** was made on the steam pinnace. Passing through the Kekerél Toi,[307] the »small passageway«, the boat continued to the small island of **Ngaiánges,** located in Toágel Pelau,for a noontime rest**,** and from there, due to S.W. winds, at the eastern side of the Gogeál a Ilmálk down to the island of Ngëregóng, located at the Dénges entrance, where we spent the night.

(14.9.)

The next morning, passing through the Olobetápel lagoon, the journey reached its goal when we docked at its northern tip at the Japanese station Gológel at Cape Ngarabakál. From there, we walked for 45 minutes along the western sandy beach down to **Ngaregól**,

(1909)

and from there, first ascending toward the south for 30 minutes, and then through a north-south gully in the limestone for 20 minutes to**Ngasiás** in the center of the island of Pelíliou, we proceeded for another 20 minutes to the main village of **Ngardolólok** on the east coast. We spent the first night in the Bai Ngatkauáng at

(15.9.)

the landing site, but since we were attacked by hoards of mosquitoes, we moved inland to the Bai Merés. Trips to

(17.9.)

Pkulapelú at the southwestern coast, to **Ngarakeúkl** in the west, and to the legendary place **Ngariáp,** located

(18.9.)

south of Ngardolólok, interrupted our local studies. We also visited **Ngasiás** and did extensive recording there. In

(19.9.)

the meantime, the »Peiho« had reached the Denges entrance and, after completing our work, we transferred onto the ship in order to visit **Ngeâur** once more, since theship would soon be setting sail. The recording of

(20.9.)

settlements, which had not been done during the previous visit, was now done. From there we travelled at once to

(21.9.)

the northern tip of the island group in order to explore the coral island of **Nggêiangel**. Passing through the western boat entrance, after 1 ½ hours we reached the villages of Ngardims and Ngardílong, where we found only about 100 inhabitants.

(22.9.)

During our return journey to Goréor, we did not enter into the port of Malágal but sailed north of it, through the Toágelmid, i.e., the Ngarmid channel, to the northern anchorage Ngartág a bëap in order to visit **Ngátpang Bay**.

(23.9.)

With fresh S-W winds, our dinghy, reached the entrance of Ngaremedú[308] after running before the wind for one hour, then sailed for another hour across the gusty inner bay and through the seemingly endless Krik where the only surviving village, **Ngimis** of the old Ngatpang, is located. Here we found the Rubak I a Replkūl who lived in a residential Bai with 5 rafters *(a imūl)*. Even the former old Galid house, equally a Bai with an

(24.9.)

adjoining shed for the sorcerer, was still standing. Mrs. Krämer made a sketch of it. From there, we traveled eastward by foot and an hour later reached the 10 m wide and 2 feet deep swiftly flowing river Tabágading. After another 40 minutes, we reached the Usoboágel creek, apparently a tributary of the former, and then, after 2½ hours in all, passed a forest which consisted almost entirely of arcea-lie *gasebúg* palms and 10 m high zingiberaceae shrub as thick as a man’s arm. This was the hill of **Old Ngarekeâi**, the capital of a Imelik that had been abandoned a year ago. From the half-disintegrated Bai, we secured the two most important gable beams. They were brought on board by the inhabitants of the newly founded a Imig, located on the beach half an hour to the west. Since I wanted to bring the exploration of Palau to a close at the end of the Caroline Expedition, we

(26.9.)
finally left on 9.26.
(1910)

This visit, lasting three months and five days, was our 3rd stay on Palau!After a journey of 6½ months, during which all of the inhabited Caroline Islands and a number of the islands of the Ralik-Ratak group were
(13.4.)
visited, the »Peiho«, once again arrived in **Palau**. Two days later, the vessel finally left the Caroline waters in order to



Southern gable of our residence, the Bai a Dngŏróngĕr at Goréŏr with the story of the bread fruit tree on Ngiptál (see Goréor *blai* 24).

(1910)

(15.4.)

bedecommissioned in Hong Kong. It was a difficult goodbye for us when the nice ship with our dear comrades took off. There was more than enough work left for us on land. The Bai a Dngorónger in Goréor was newly fitted out as a workplace and collection site. Since we had bought the ship's boat from the »Peiho«, we were now freer in our movements with our luggage. William Gibbon, the interpreter, and the Palauan boys a Ulúi, Madalarákt, and á Ililau, the first two of whom spoke German, now formed the boat's crew while I and my wife manned the helm. At once, we visited the islands and Gogeál surrounding Goréor: Ngarekobasáng, Ngátmedug, the beach of Ngarenggól, the cave a Ugeliúngs near the mushroom head of Ngaragalbúkl, etc. As often as possible, Sundays were reserved for the lovely Gogeal maze south of Goreór that I named Songél a Lise. Our main work was the quiet recording of legends, songs, and customs in the Bai. For this Rubak II Ngiraikelâu of Goréor most willingly lent me his assistance, just as did Rekesiváng and Góbak and all those numerous local and foreign men and women who could be reached and knew something. Also, Ibedul, who was very old and almost

(10.5.10)

constantly sick, was occasionally willing to allow me to set up a meeting in his house. Early in May, playing children spotted the large comet at sunrise, but neither then nor later was much fuss made about it. On May 10, the lagoon north of Goréor was rendered completely white by the petals of the seaweed enhalus acoroides Steud.;

(18.5.)

it was a rare spectacle of nature. As a further base for fixing the next points, the jetty of Ngarekamâis was measured and found to be exactly 400 m long (from tree to head). Immediately thereafter, we set forth on a longer journey to Babldáob to gather whatever data we were missing from there. In three hours time, we reached **Goikúl** where we took residence in a Ikrebai at the inner landing site. Climbing the Rois malk ra bések, we enjoyed the marvelous view of the Gogeal (fig. 18, p. 195). Back in Goikúl, we studied the pottery once more, and then asked to be shown how pigeons were hunted with bow and arrow, resulting in a successful hunt on the savannah near

(21.5)

Nggasagáng. We visited this place once more by land, where the heads of the stone paths are located at just about

(22.5.)

half an hour's distance from one another. Thereafter, we went to **Ngarsúl**, which we reached in 2 hours time by poling from a Ikrebai. We descended in Rubakbai at the waterfront. Despite a full moon, the comet was clearly

(25.5.)

visible in the evening sky. Due to the forest, the view to the north from Mount Ngarsúl, which at 185 m is the highest mountain of Pelau after a Gatiroír, was limited. We visited the abandoned village of **Merónng,** the Rubakbai of which is located 100 m above sea level, as well as the former village of Ngarsúl. There I could participate in a large fish haul, while my wife painted the colorful, fishes, fresh from the water, in their radiant

(28.5.)

splendor. Also, in **Keklâu,** we joined in community catches of fish, particularly the great Kesókes catch. What was more, I was provided with information about the early immigration of the Keklâu people from the East Caroline Islands, the

(1910)

god a Ugelkekâu, etc., all of which is of great significance for the settlement and history of the Caroline Islands. The old Galídagësóng was our main source.

After most of the work was done, we hiked, this time by foot, for two short hours along the coast and

(1.6.)

through the small villages of Ngaragŏbatáng, Ngaradermáng, Ngaragămelíl, Ngarepkêi and Ulimáng up to **Galáp**.

(4.6.)

From there, we undertook further trips to get to know the land—one to **Kloultáog** at the western coast. From there we descended via the abandoned forest village **Desongóng,** which had stone buildings similar to those found in Ngarameskáng, and proceeded over the Roisingáng mountain, with its splendid view, down to the eastern coast so

(6.6.)

as to walk home from Ulimang via Ngaramedêi and Ngabúked. The stone wharf of Galáp was measured as a reference point; it had a length of exactly 300 m. From Galáp, we traveled, once more by foot, for two hours to **Ngrīl** so that we could once again document Ngaregolóng, and there discovereda cave called Pëbúlai. Other trips

(9.6.)

to Mangal'láng, Ngabiúl, Iebúkul, Ngarabâu, and Gólei followed. We even paid a visit to the Chamorro

(11.6.)

settlement**Ngatmél** and the island of **Ngarekeklâu.**

What had started in Keklau could be successfully continued in Ngril through the recording of a legend

(14.6.)

from the Central Caroline Islands which I came upon on Polap.

After the successful completion of our work in the north, we returned to **Goréor**, from which we made

(20.6.)

more small excursions. Worth mentioning is the trip to **Ngatkíp** on the other side of the channel of Toágel míd, and the climb up the 80 m high hill behind it called Ked ra tund. From there one has a splendid view of Goréor and the Gogéal (fig. 16, p. 192 and fig. 32), and of Babldáob as far as Rois mlungúi and Mount Ngarsúl.

Two longer journeys were undertaken, the first one to explore the region of **a Imelīk**.

(28.6.)

From the aforementioned **a Imīg**, i.e., New Ngarekeâi, we visited again Old Ngarekeâi, located at a height

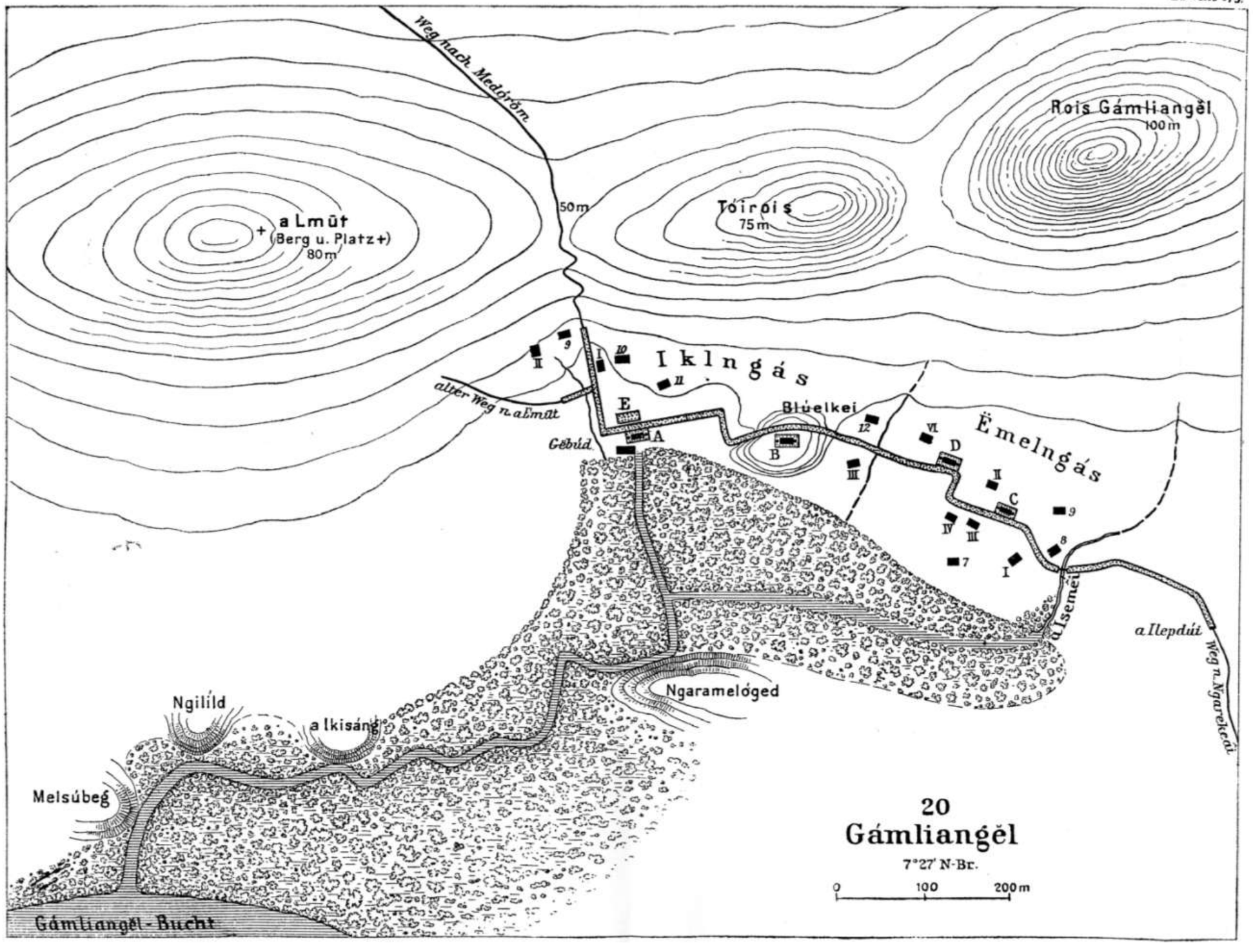
(29.6.)

of 120 m, and from there, traveling along an old stone path, we stopped at the nearby **a Imūl** with its beautiful Bai a Irégerekêi and the Ked Goubaláng below, which is strangely littered with rocks (fig. 31), and also the places **Ngapedég** and **Galëgúi** to the north.

In the meantime, since we were not yet sufficiently familiar with **Ngaramlungúi**, we again visited **a**

(30.6.)

Imeúngs, and the strange terrace mountain a Uluáng on the way to **Ngarameténgel**, and **Nggamaséd**. The latter


Weg nach Medóróm
50m
a Lmūt
(Berg u. Platz+)
80m
Tóiróis
75m
Rois Gámliangĕl
100m
Iklngás
Ëmelngás
Blúelkei
alter Weg n. aLmūt
Gĕbūd.
A
B
C
D
E
I
II
III
IV
VI
7
8
9
10
11
12
a Ilepdúi
Weg n. Ngarekeál
Ngaramelóged
Ngilíld
a Ikisáng
Melsúbeg
Gámliangĕl-Bucht
20
Gámliangĕl
7°27' N-Br.
0
100
200m

Plan 20

(7.7.)
is located in a rugged, rocky region at the northern edge of the Ngátpang entrance, which can be clearly viewed from the Sisngabáng rock. Likewise, we climbed the Ked mountain Ngaramagaroáng, north of a Imeúngs, in order to view the area to the north as far as the Goirúl range.
(8.7.)
We took a day-long boat trip to **Ngardmâu**, which we reached in 2 ¾ hours. From a Imeúngs, we
(10.7.)
traveled to the most northern place of a Imelík, called **Medórom**. During the boat ride, we went ashore on one of the outer islands located off the Ngatpang entrance in order to take our location and to make drawings (chart 3 side plan b and fig. 29).
. This island is the largest and southernmost of the cluster called

(1910)

Ugul a Marádel, which is comprised of 6 rocks.

For the same reason we visited the islet of Golterúkl, located south thereof at Cape Gomógolúgel or Madálabai and towered over by Mount Klbáiel.

Above Medórom to the south lies the Ked mountain **a Lmūt** (80 m)[309] from which, as has already been mentioned, one has enchanted views (fig. 39). On its southern foot is the bay of **Gámliangel**. Hiking across the mountain, we visited the identically named place twice. On our last visit, after we went to see the legendary

(11.7.)

Ngardebotár, located north of Medórom and overgrown by forest, we embarked in the Krik of Gamliangel and

(12.7.)

sailed across the bay to the northern landing site of **Galëgúi, a place** by the name of Ugul a róro. From there we climbed to the village in order to return via a Imig to **Goréor**.

(16.7.)

Then, finally, we made another trip via **a Irâi** to the important **Melekéiok**, and once again we visited the

(17.7.)

surrounding area, especially **Ngivál.** On the journey home to **Goréor**, I measured the stone bridge Megórei,

(19.7.)

which extends from Babldáob at a Irâi to the Gogeal island of **Ngara kedlúkl**; the bridge was found to be 505 m

(21.7.)

long. On the ocean side of the island, while trying to keep the boat steady in the surf for a long period of time, we explored the Ngareklím cave. I knew for some time that old wooden idols were hidden there. Since our farewell from Palau was drawing near, I was presumptuous enough to clear it out, something that the chiefs of a Irâi tolerated but for religious reasons could not give me explicit permission to do. The wooden image of the *galid* Goltëgêi that featured a Janus head was the strangest of the surviving pieces. All of them were already quite rotten and are now to be found in Hamburg.

(27.7.)

When the »Germania« arrived soon afterwards, we left Palau for good. Our fourth stay lasted of 3½ months. My wife and I spent a total of nine months in Palau over the course of four visits from 1906—1910, almost always during the rainy season from April to September.

Chronological Table of the Discoveries and later Visits of the Micronesian Islands from 1521—1731, prepared according to personal Research.

(The discoveries are in bold print.)

1521 MAGALLAN: Guam route, **South Mariana Islands.**

1522 ESPINOSA: **Northern Mariana Islands.**

1525— DIEGO DE ROCHA with
1526 Pilot GOMEZ DE SEQUEIR } **Mógemog or Yap** (Palau??)

1526 J. DE MENEZES: Wersidscha (Schouten J. ?) at **New Guinea.**

1526 SALAZÁR (LOAISA): **Gaspar Rico** (= S. Bartolomé), Guám.

1527 SAAVEDRA: (Ralik-Ratak) **Údjirik, Róngelap.** (Isla de los Reyes: Mógemog and Yap?)

1529 SAAVEDRA: **Paine,** Wersidscha (N. G.), **Admiralty Islands** (Urais), **Ngatik, Údjelang, Eniwétok,** Mariana Islands.

1537 (GRIJALVA)-DAVALOS: **Makin-Apaiáng** (Gilbert Islands), New Guinea.

1538 DE CASTRO: Castaway like DE ROCHA in 1525. Satigano (Western Caroline Islands??)

1542 VILLALOBOS: Ralik-Ratak, **Feis and Mógemog.**

1543 DE LA TORRE: Philippine Islands (11—12˚), (Mariana Islands?).

1545 ORTIZ DE RETES, Pilot GASPAR RICO } **New Guinea** (inventing its name).

1545 FIDALGO: **Luzon (**Philippines).

1564 LEGAZPI, URDANETA } (Ratak) **Medjid, Ailuk, Temo, Líkiep, Arno**, etc., Guam.

1564 ARELLANO, MARTIN } Líkiep, **Namo, Djabwat, Truk, Polap, Sorol, Ngulu.**

1564 (the ship »San Lucas«) deserted.

1566 PERICON†, MARTIN } **Malóelap, Érikup, Guádjelin,** Údjelang (Ralik-Ratak); **Namoníto** (Martin marooned). Remnants of the crew Guam, Mógemog (or Palau??)

1568 MENDAÑA: (Salomon Isl.), Namoníto (Martin- remnants).

1586 CAVENDISH: Guám.

1588 FRANCIS DRAKE: Ngúlu.

1595 MENDAÑA †, Pilot QUIRÓS } (Santa Cruz), **Ponape,** Southern Mariana Islands.

1598—99 OLIVER VAN NOORT: Guam.

1606 QUIRÓS: (Espiritu Santo), Makin (Butaritari?) (Gilbert Islands).

1686 DAMPIER: Guam.

1686 LEZCANO: Carolina Islands = **Fároilap**.

1696 RODRIGUEZ: Fároilăp.

1710 ROGERS: Guam, **Tobi** (April).

1710 FR. DE PADILLA, Pilot SOMÉRA } **Sónsorol, Panlog (Palau).**

1712 D. BERN. DE EGUI Y } Guam, Mógemog, Panlog, Sónsorol

ZABALAGA

1716 LE GENTIL DE LA BARBINAIS: Guam.

1731 CANTOVA: Mógemog.

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Identifying the Names of the Caroline Islands on Charts and in Written Texts, along with an Index of Names.

As can be gleaned from the sources, the rendition of names varies considerably. In the first place, this is explained by the difficult pronunciation of individual languages. Palau, Yap, Ponape, and Kusae, and even Nukuór and Kapingamarángi have their own idiomatic expressions. Besides that, a widely spoken language of the Central Carolines, whose roots lie in Truk, exists. This language, however, shows distinctive linguistic peculiarities on almost each group of islands toward the east. In addition, there is also the rather peculiar language of Tobi, whose name itself is a clear example of the differences in the recording of names, since Tobi is a contraction of Tógŏbei. Where one reads Kathogube, Katagobui, Codocopuei, Lectabie, etc., it refers to the same word, occasionally with the prefix Ka.

The variations that the name Palau-Pelau undergoes are shown at the end of this section.

The jumble of names of islands on the native charts from 1696 and 1721 was so confusing that without preparatory work their interpretation would have remaine

impossible. Only their systematic recording during and after the Hamburg South Seas Expedition, which is shown in the following tables, made their identification possible. The names of the main islands and lesser islands, identified by the expedition members and standardized in a consultation, some of which have already been mentioned in the text, served as a basis for this list. The compilation of names is neither final nor complete.

In working through all this material, the individual compilers, in preparing their monographs on their specific island groups, will still gain one or another new insight. Regarding their completeness, I have only mentioned those islands in the individual archipelagoes that appeared to be important for the charts. No further mention is made of islands east of Truk, although even the Palauans speak in their legend of Kusae (as Matángrengós), indicating that it, too, was known throughout the entire Caroline Islands.

Concerning the words Torres and Hogoleu, Ugulut, Lugulus, etc., for Truk, I will only provisionally mention that Torres most likely means Tóloas, »Mountain at the Windward Side«, which seems to refer jointly to Vela, Tóas, Fäfen, etc., while the variously interpreted word Hogoleu, etc. (see above) seems to stand for Djúk[311] u luk, »Mountain at the Center«, just as Námoluk means »mid-Lagoon«.

The many other place names will only be mentioned under their respective island groups. Their sources can be gathered from the index of literature and charts.

The charts of EDAK and DON LUIS DE TORRES are found with KOTZEBUE, 2nd vol., p. 88, and 3rd vol., p. 85.

Index of Names for the Identification of the Names of the Caroline Islands.

Letter of Father *Clain 1697*	Native chart *1706* Fig. 2 (*Serrano's* Chart in Chamisso)	Native chart *1710*, fig. 4	Native chart of *Cantova 1721*, fig. 7	Chart of Don *Luis de Torres* according to Chamisso 1804 Kotzebue Vol. III, p. 85.
—	—	Lectabie	Codopuei	—
—	—	Pul	—	—
—	—	Meriel	—	—
—	—	Sonsonrrol	Sonrol	—
—	Panlog (Carau? p. 29)	Paloc and Pelau	Panluc, Paleu, Palaos	Pannog
—	Malog	Cuyanal	Ngoly (Ngolii)	Ngolog
___	Yap	Heap Mit Sukum u. Siema	Yap	Yapa
Lamululutup	Olutup	Uluta	Egoi und Lumululutu:	MugMug
u.Ulutup	Falalap, Yasor	Mit Taongor(Ton-	Falalep,Oiescur,Sagaleu,	
		Grob v.Cham	Mogmog,Petuasaras,Elil,	
	– –			
	Pitagarus….Pug,Loto	=Petangaras)und	Marurul,Lam,Troilem,	
	Fataray,Mayaya,Magomer	Lutu(Lodo,Laddo)	Claire,Soin,Pigileilet,	
	(Mangen) Eu, Luxep		Medencang,Pig,Pugelup,	
	Yaor,Calaot		Faitahum,Laddo,Faleimel,	
			Fantarai,Eu,Alabul,	
			Luisiep,Gaur,Guielop	
Paiz	Paiz	Fais	Feis	Fais
Saroan	Sarol	Saraol	Zaraol	—
	(Piguela)			
Yaropie	—	Vaupe	Eurupuc	Aurupig
Valayay	Raor,Parivu,Ulier	Olie	Raur,Peliao,Ulee,Mariaon,	Guliai
Tacaulap	Marioc, Tacaylap,Alin-		Tajaulep,Algrail,Farelies,	
	garay,Farilies,		Termet - - Otagu	

Taramit, Faramalo (Salva).Ulimary,Alangari, Faliugalaf(Ulivelara), Muriet,Faliulapala,Pogol, Comul,Falivelap,Losacay, Farall ontocoso		- - - Falelmelo - - - - - Falalis

Chamisso's information according to Kadu and Edak's chart following Kotzebue (see p. 132)	*Lütke 1828*	Chart of the Caroline Islands. Großer Deutscher *Kolonialatlas* Sheet 29, 1908	Names determined by the *Hamburg South Pacific Expedition*, 1910
Kathogube (Katagobui)	—	Kadógubi (Tobi)	Togóbei or Tógobei
Wull (Bul)	—	Bur (Pull, Wull, Anna, Pulo-anna)	Bur
Merir (Merir)	—	Merir	Meliĕl
Sonsorol (Tschontil)	—	Sónsol, Sóntserol (the two islands of Songosor ad Fana)	Sóngosŏr
Pelli,Walau (Pelli, Palaos)	Pally	Palau(Pelau,Palaos,Pelew)	Palau und Pelau
Ngoli (Ngoli)	LamoliaourW. (Matelotas)	Ngulu(Ngoli,Onolu,Lamoliork, Lamuliur,Lamoliau-uru,Angelul) Inselin:Fachaluk,Piparus,Enidjik, Ngulu,Lalangadjel,Letjegol, Meseran,Losau	Ngulu Inseln; Vodjeluk, Eanietsik,Ngulu,Olon-Gadjel,Lidjogol
Eap(Jap)	Eap	Jap(Uap)	Yap
Mit Rumu und Sumop		Mit Inselin Rumung u. Map	Item
Ulithi(Uldi):Talalep,	*Ouluthy*,Falalep	Ululssi(Ululssi,Uluti,Uliti,Ulewi)	Mogemog oder Lamululudi
Essor,Thagaleu,Mogemug,	-Moguemog-	Oder Ugeu-Inseln	Inseln:Falalap,Esur,
Tongrob,Ellel,Malemat	- - -	Inseln:Falalap,Essor,Sagalai	Soroloi,Mogemog,Petan-
Lam,Malauli,Tarembag,	- - -	Mogomog,Petangaros,Ebel	geras,Elel,Elimat,Lam,
Song,Pigeleili,Elipig,Eoo,	- - -	Elemat,Ssoreuleng,Pugeb,	Soroilori,Pogird,Sum,
Pig,Pugulug,Teitawal,Lab,	- - -	Korogal,Eau,Pig,Pugelug,	Pugelieli,Elepig,Eau,
Faleiman,Fasarai - -	- - -	Feitabun,Lossau,Fataimeute,	Biug,Pugelug,Wetawol,
Lussiep,Eor,Ealap	. . . . Hielap	Mangen-Pau, - , Lossiep,Jar, Gielap	Lodo,Wasarai,Lolong, Mangen,Eu,Ulu'ul,Lediop Ear,Kielop
Feis(Feis)	Feys	Fais(Feis)	Feis oder Fais
Sorol,Sonrol (Tsarol)	Sorol	Sorol Pelalas,Faluwail,Pigalina, Pigalinon	Sorol

Eurupugk	Eourypyg	Aurepik(Jaurepik,Eauripik, Juripik) mit Uau und Siting	Aurepig(Aurupeg)
Ulea(Ullea) Raur,Pelliau,Ulea,Marion, Thageilup,Engeligareil, Futalis,Tarrematt,Lolli-pellich,Seliep,Ulimire, Faloetik,Falelegala (Lugalop), Falelemoriet, Falelepalap,Piel(Jesang), (Tabogap), Lusaga,Falalis (Woefaso)	Ouleyai	Oleai(Uleai,Woleai,Ulie,Anangai) Raur,Paliau,Flalap,Marijong, Tagaulap,Jalangigerail,Farailes, Taramat,Falamalak,Saliap, Utagal(Ulemari) Elingarik, Faluelegalau,Faluelepalape, Faluelemareot, - , Pial, Komol, Falulap,Luisaga,Falalis	Voleai Raur,Paliau,Volea, Mariong,Tagaulap,Ean-galigarail,Faralis Taramat,Falamalak, Soluap,Votagai,Ealangasik Faluelegalau,Faluen'nap, Faluelemareiot,Faluelap-lap,Pial,Komol,Falulap, Luisaga,Falalis, Motogosou

Index of Names for the Identification of the Names of the Caroline Islands.

Letter of Father *Clain 1697*	Native chart *1706* Fig. 2 (*Serrano's* Chart in Chamisso)	Native chart *1710,* fig. 4	Native chart of *Cantova 1721,* fig. 7	Chart of Don *Luis de Torres* according to Chamisso 1804 Kotzebue Vol. III, p. 85.
(Palu)	(Palu)	Faloc	Ifeluc	Ifelug
—	Faruile,Pic,Ett	—	Farroilep	Farruelap
—	Olimarau, Falip	Olimara	Olmarau	—
Ylatu, (Caruvaruvonp)	Olutil(Carvolvol),Tauas Falipe	Helato	Elato,Olutel,Toas	Elat
Lamuliur	Laf, Olor	—	Uliur	—
Lamurrec,Puc, Falait	Amorsot,Boo,Feley (Falu oder Lamurec)	Lamorsu	Lamurrec,Puc,Faleit	Mugnak
Satawan	—	Santaual	Seleod(Seteoel)	Satahual
—	—	Socu	Schoug	Sog
—	—	Luguen	OPuluot(Leguischel)	Poloat
—	(Colapa)	Ronlat,Tamatan	Pullep,Temetem	Pollap,Tametam
—	Old,Lamuet, —,—, Magol,Pisarap	Ylaul,Pisararn	Uloul,Ulatu,Magur	Magor,Pisaras
—	—	Lamuil	Lamoil,Falalu	Namuhil,Felalu
—	—	—	—	Marilo
—	Torres,Param,Tatam,	Ugulut,Torres,	Torres oder Hogoleu	Lugulus,Rug

	Polie,Pis,Faravolvol, Felato,Apigap,Tolobas, Coop,Pariali,Sabo, Corobol,Fagatale,Sabo-locolop,Otoc,Torrec,Tata, Faor,Colapsa,Pisumur, Pieras	Utu,Capisz Boa(Boelle), Pata, Pis ; ; ; Felatu	Scheug Cuop,Capeugeug Foup(Fauup),Peule(Boelle) Pata	Tuch - - - - - - - - Pis,Ruac
— Saypen,Rapiy-ang,Tavon, MutacusanPiylu Olatan,Palu, Kukumyal,Pyal-cunung,Pikulat, Hulatan,Tagitan	—	Semo(Nama) Cuo,Ketal, Camulo(Namoluk?) Falitale,Fiparan, Cufur	— (Cuop)	Lemo(Nama)

Chamisso's information according to Kadu and Edak's chart following Kotzebue 1817 (see p. 132)	*Lütke 1828*	Chart of the Caroline Islands. Großer Deutscher *Kolonialatlas* Sheet 29, 1908	Names determined by the *Hamburg South Pacific Expedition*, 1910
Iviligk(Ibiliek)	Ifalouk	Ifaluk Flalap, Imoai, Ella, Flarik (Fararik)	Ifaluk
Fatoilep (Fageiu)	Farroilap	Faraulip (Faraulep, Faroilap) Pig, Eat	Faroilap,Pig,Ead
Ollimirau	Olimirao	Olimarau, Falipi	Olimarau
Elath (Elat)	Elato	Elato Oletel,Kari,Tauas,Falipi	Elat(o),Oletel,Kare, Falipi
—	NamoliaourO.	(Namoliaure)Lamior,Ulor	Lamolior
Lamurrek(Lamureck) (Falu bei Gobien) Lamuirec	Namourrek	Lamutrik(Lamotrek), Puch (Pugue), Flait (Falaite)	Lamotrek, Buiug(Buik) Faleit
Setoan (Tsalaon)	—	Satuwal (Satawal)	Satoval
Saugk (Tsauck)	Poulouote	Poloot(Poloat,Puluhot,Puluwat, Mama,Uauak,Osuak) Jale und Sau	Poloat
Pullop	- -Fanadyk	Pulap,Tamatam,Fanadik Runalin	Pollap,Tamatam, Fanedjik, —
—	Namonouito,Ono- oune, Maguire, Pisserarre	Onon (Namonuito,Ulul,Onun, Onoun),Umulap,Ono,Magererik, Mager(Magerlap,Magur,Magir), Pikerar(Pisaras)	Ueito(Olol oder Onoun) Onoun(Oniouni),Unanu, Onou,Mag'kur,Magke-redjik,Pisaras

Lomuil	Namolipiafane, Namouyne,Fananou	Nomwin(Fananu,Namolipiafane)	Namoin,Falalu
—	Mourilleu,Roua	Murilo(Mureno),Ruo	
Lugulus(Stsiuck)	Roug	Truk oder Hogolu (Ruk,Ruku,Hogoleu,Ola), Inseln:Wela(Wela,Moen),Toloas, Eten,Uman(Umol),Fefan(Truk, Falang),Perem(Param,Periadik), Tatu(Tarik),Udot(Utet), Falabenas(Falabegets),Tol, Amatan,Pwele(Pole),Pata,Pis, Tonelik,Lap,…Ruak,Holap…	Truk Vela,Toloas,Eten,Uman, Fafen,Barem,Dadu,Udot Tol,Fauup,Boelle,Pada, Pis, Pisemeu, Fanatu, …. Rua,Eten
—	— Louasappe,	Nomoi(Lukunor,Lugulus)	Nama,Losap,Namoluk,
Giep,Vageval	Sotoane,	Satauan,Etal,Lukunor	Sataoan, Etal,Lukunor.
(Naugor = Nukuor)			

The Meaning of the Word Palau.

At the end of the history of the exploration, the question concerning the name has to be discussed. Which is correct?

Palau or Pelau Islands?

This question was raised in the »Deutschen Kolonialblatt« no. 21, 1908, in a manner of speaking, as an answer to my presentation in the »Mitteilungen aus den Deutschen Schutzgebieten« of the same year, where I argued for the name Pelau, which was already passed on to us by Kubary.

The official gazette writes: »The local administrative bodies declared that the vowels in almost all Micronesian dialects are not pure like those in the German or Italian languages, etc, but are rather sounds somewhat familiar to us; hence,there is no reason to abandon the spelling once used. Today's inhabitants of the islands pronounce the word »Palau« neither with a German 'a', nor with an 'e', but with a short vowel between them that might sounds more like an 'a' for one person and closer to an 'e' for another. As in Germany, so in Palau the pronunciation of vowels varies according to regional dialect. .

On the basis of this explanation, one provided by officials who have a long familiarity with the circumstances in the protectorates, and to avoid confusion, the colonial administration does not see any compelling reason to change the spelling of »Palau« that was introduced many years ago.« — — —

After I argued for Pelau, since it has been used locally as the native name for many years, the great Hamburg South Pacific Expedition provided me with a justification of Palauas well. I will explain thatbelow.:

Paláos[312] was thefirst term used (see p. 14 above). The Spaniards in the Philippines used this name for the entire island world located east of the Philippines and its inhabitants. No doubt this name was derived from the paráos or praus (also spelled prahu, paraú)--that is, the native canoes-- and so was adopted for them as well as for the islands (see the letter of P. Clain, p. 14).Thus, in the history of the discovery before 1710, before Palau was discovered, the islands east of the Philippines were always referred to as the Paláos. While the island of Panlog is already correctly recorded on the chart of Father Clain from 1706,fig. 2, this information was provided by those

Carolinians who washed ashore. At the time, it was still unknown. The Diario des Somera speaks only of the Panlog Islands (p. 41) or Panloc (p. 49). Aside from this, the names Paleu, Panleu, Paloc (p. 65), Panluc, Pangol, Pagol, Pogul, etc. (see account of the Olit, p. 29, and index of names), are soon heard. This caused Father Le Gobien[313] to ponder, reckoning that Fala, Falin, or Paleu, »which the Spaniards seemed to have turned into Palaos«, are identical with the Poulo »island«. I will soon demonstrate that this is not the case for Palau, just as this word is not synonymous with Paláos, as shown above (see Calderon's account, p. 65). The native name of the group of islands,., Pelau, at last became finally known through the discovery of the islands by Francisco de Padilla, as evidenced by chart fig. 3, and detailed on p. 73.

Panlog-Pelau remained the name of the islands until Wilson in 1783 rediscovered the archipelago, which might have remained unknown altogether due to the secretiveness of the Spaniards,.WILSON, as it is well known, called the island group Pelew Islands. The unsuitability of the English language for the determination of geographical names is well known, and the London Geographic Society did not hesitate to prescribe Italian as standard for such purposes. Thus, it happened that the German translator of Hockin's account, Th. F. Ehrmann, wrote Pelju, which is altogether wrong. Wilson's report (p. 108 and 116) unambiguously shows that the word referred to Goréor, which for islanders means in common usage their *pelú*, i.e., their »place.«[314] There would have been no error in the designation if Wilson had written Peeloo, like Mc Cluer on his charts in 1791 (fig. 10 and 11) and Horsburgh in 1826 (see p. 128) did.[315] The improved Peeloo, however, was not recorded in place of Pelew, and thus Pelju continues to be used up until the present as English speakers still adhere to this nonsense. Likewise, the Spaniard Augustin Sarda writes in his book »Las islas Filipinas«, p. 19, »But like the very same geographers [who] contradict themselves by calling the entire western group of the Caroline Islands islas Palaos, we prefer to follow the distinction that Mr. Coello and Mr. Ferreiro presumably made in their respective charts. It goes without saying that for us the Western Caroline Islands and the Palaos are one and the same. Accordingly, we would like to provide further information about some islands of the Peliú group that are lumped together with the Palaos.« Similarly, Coello III wrote »Paláos ó Peliu«.

The Englishman probably already heard the correct word Pelau, since in Hockin's account, p. 85, Palow stands for »city or small town«.

Thus Pélau, for the first time, was confused with Pelú! By contrast, the knowledgeable Cheyne already wrote Pellow (see above, p. 139) while Kubary established the name Pelau scientifically. While Wilson's Pelew remained firmly established among navigators

(see Krusenstern, Cheyne, Gulik, Miklucho-Maclay, etc.), A. v. Chamisso is the first person who looked closely at the issue of the name. He writes in his »Bemerkungen und Ansichten (Remarks and Impressions)« : Pelli (K) in the pronunciation of Ulea and, according to him, more correct Walau; Pannog (T.) Paleu and Paláos (C.), the Pelew Islands H. Wilson.« K. is Kadu, the native companion of Chamisso, T. is Don Luis de Torres, and C is Cantova, all of whom have been mentioned earlier on p. 132. Through Kadu and Chamisso, the word **Palau**[316]appeared for the first time since W and P are the same, just as Chamisso, from the mouth of Kadu, likewise recorded Wull instead of Pul (Pulana).

The word Palau became particularly known through Semper's book »The Palau Islands«.

That it is synonymous to, and equivalent with the Pelau of the natives on site, can be gleaned from the following:

The natives of the Palau Islands say Pélau, but never — except in the presence of white men — Pálau.

Whereas:

Tóbi (Tógobei)	says	Pan'nei
Pul (according to Sarfert)	»	Bănóu
Sónsorol " »	»	Bắnôi
Sorol » »	»	Bắloi
Yap, Mogemog, Feis	say	Baloi
Voleâi	says	Bannȯė
Lámotrek	»	Bán'nȯė
Sátowal	»	Pālau
Pólowat	»	Bắloi
Truk	»	Pěl'lau

This shows that while the "e" is used locally, the "a" (with the single exception of Truk) is used outside the area.

The natives say Pelau locally; foreigners say Palau. Since we, the white people, are foreigners, we have the right to say Palau, and since this word is more known and practicable than Pelau, I took it as [the] title of my work, all the more since Pelau is actually a special geographical term. The natives call the southern part of their archipelago-- that is, everything that is composed of limestone, *gogeál*; but the volcanic part is known as *pélau*, asI learnedin 1907 (Kr. II, p. 179) (Cf. p. 73).

What then does the word Palau-Pelau mean?

In his Histoire des navigations, vol. 2, p. 458, De Brosses assumes that Paleu-Palaos is synonymous with the Central Carolinian Fala, i.e., Fali for "island." Semper

argues that Palau is derived from the aforementioned Paláos. However, the history of its discovery (see pp. 14, 37, 49, and 61) clearly shows that Palaos must be understood as a Spanish designation for the Western Caroline Islands. It is mere coincidence that this word came into existence side by side with Palau.

As has been noted, Kubary was the first (Kub. II, p. 33) to scientifically establish that the natives in the locality say Pelau. He assumes that this name is derived from the word *pelú*, »place, spot«, that is probably related to the Malayan *benúa*,»land«. There can be no doubt about the latter, since in Palauan »my place« is *peluák*; that is to say, the suffix "a" signifies the way. The difference between Pelau and *pelú* is that Pelau has a long "e" while the "e" in *pelú* is short.

Since the government representatives, as previously noted, alleged that the "a" and the "e" in Palau and Pelau are short, I suggested to the station head in 1909 that he ask a few Rubaks in his presence. He did not agree to it; instead, he asked them alone and soon afterwards reported home that it is neither Palau nor Pelau, but Bälau.

Moreover, in 1910 the Capuchins, with whom I had a similar argument concerning the language, published a reader at Herder Publishing in Freiburg i. B. entitled »Togoi[317] er Bälau«; this goes too far. Then again, in poetry and word composition, the "e" often appears shortened.

One example should be sufficient: *a ugél*,»the first«, is found in the word a Úgĕrpĕlâu, there signifying honor; not only is the "e" shortened and its accent lost, but the same thing happens to the succeeding *pelau.* This does not change the fact that the first syllable of Pelau has tone and accent,[318] as is clearly shown in the compilation of the Carolinian names. Whoever carefully studies these words will notice the term Banoi, which for the natives of the New Hebrides is synonymous with the Pulotu of the Polynesians: i.e. the term for the netherworld.[319] This conclusion might appear to be daring, except for a number of other similarities found in the mythologies of these regions, where, for example, on Ngeâur a non-tattooed deceased person crossing the bridge to the next world is cast into the muddy deep.

Furthermore, the deceitful and cunning god Kat on the New Hebrides is obviously identical with the Ólifat of the Central Carolinians and the Medegêi pélau of our archipelago. Is it not striking that on Central New Mecklenburg a giant by the name of Galau[320] guards the entrance of souls to the netherworld?

//p. 186// By the way, there is an island by the name of Pelau in the Lord Howe Atoll, east of the Bismarck Archipelago. In the year 1906, I was on Loaniúa, the main island of this group, and there heard the name Pelau clearly enunciated, and Palav as well. Sarfert writes Bĕlaū and assumes that it is related to *bĕle bĕle* = humus, as opposed to sandy beach and ground). In Samoan, '*ele* '*ele* means the red, dark soil; '*ele*, however, changes to *kele* and the suffix *au* remains unexplained. The first discoverers of the island, for that matter, called the island Pálowi, and thus we see here the intended meaning of this word. Vocabulary and customs in the culture of Palau clearly mirror the Melanesian dimension; full particulars of this are provided in Part VIII.

The location of Palau at the western border of the Caroline Islands and in the South Pacific in general justifies that from a purely geographical point of view Palau be seen as a Hawaiki, which, as already mentioned, is supported by research. In his book on Yap, W. Müller, on p. 317, points out that the god of death Lūg descends

from the gate of heaven in the region of Truk »in order to commence his foray heading to the west, where in Yaur, the southernmost islands of the Pälau group (Angaur), he meets his end.« »Having arrived in Yaur, the souls have to bathe at the place of Ādălŏg in the water rālŭm gālīθ before continuing their journey on the death ship to the gate of heaven.« From this point of view, the Palau Archipelago grows in mythological importance for the sciences, which will increase as the exploration of Austronesia continues.

Part II.

Geography and Cartography

The location of the Palau Islands in the Pacific Ocean is extremely distinctive.[321] In viewing an oceanic chart, one sees the western border, the entrance to Asia and India, displaced by a group of islands the bulges out westward whose most important members are Japan, the Ryuku Islands, Formosa, the Philippines, Halmahera, New Guinea together with the Bismarck Archipelago, and the Solomon and Santa Cruz Islands.

This semi-circle is surrounded by an ocean that is divided by the Caroline Islands into a northern and a southern part. The northern maritime area, which is almost without islands and shallows, is bordered by the promontory—on which the Bonin and volcanic island and then the tip of the Mariana Islands are located—that extends from Japan to the south and to the ocean proper. Therefore, it is best called the Mariana Sea. Its southern part includes the chain of Melanesian islands in the southwest, reaching from New Guinea's western tip to Santa Cruz; in the northeast is the Micronesian corner, which consists of the Caroline Islands and the Marshall, Gilbert, and Ellice Islands; it is best called the Micronesian Sea. This part of the ocean, too, is completely free of shallows except for a few small islands (Kapinga marángi—Nukuór[322], Nauru—Bánaba). Both maritime areas are separated from one another above sea level and under the sea by the Western Caroline Islands, that is, by three small shelves lying in a north south direction that overlap as a ridge: On the most northern one lie Feis and Ulúlsi (Mógemog), on the one in the center, Yap and Ngulú, and on the southern shelf, Palau, Sónsorol, Merír, Pul, and Tobi with Helen-Reef (Otsáriki), where Captain Vahsel established the position of the Krämer Island and the Elisabeth entrance; this shelf is only a underwater peninsula of the Halmahera ground. It is extraordinary that the relatively narrow-bounded underwater structures of the Ululsi, Yap, and Palau shelves are separated by immense depths. The Yap Trench is 7538 m deep, the Palau Trench even deeper at 8138 m; the latter continues southward and east of Sonserol and still reaches 6828 m. Of course, they are considerably surpassed by the Mariana and the Philippine Trenches which are the deepest known trenches at 9635 and 9788 m deep.

The discovery of these trenches was the glorious feat of the surveying vessel S.M.S. **»Planet«,** which in the year 1909 also newly surveyed the port of Malágal, the Dénges entrance located in the south, and a Ngĕâur. Its soundings up until March of 1913 are vividly shown »in a splendid manner,« as Gerhard Schott says, by Dr. Max Groll[323] on the bathymetric chart of the Pacific at the Institute for Oceanography in Berlin.

In any case, the submarine geomorphic conditions in the western part of the »ocean of the peripheral deep sea trenches« are among the strangest on earth, and the Palau Archipelago is right in the center of this strangely-shaped part of the world.

Above sea level, the appearance of our group of islands is as unusual as the tectonics of the subsurface. I do not know of any other group of islands on earth that is so cleanly separated into two parts; the southern part consists of raised limestone, the northern part is volcanic. In the southeast of Palau, in Melanesia, raised limestone is widespread. We are reminded of the Loyalty Islands, the New Hebrides, Santa Cruz, and the Solomon Islands, whose northernmost island, our Buka, features especially beautiful and high cliffs like those on the coast of Kaiser-Wilhelmsland. Limestone is also found on the Admiralty and French Islands, as well as on New Pomerania and on the 400 km long New Mecklenburg, where I detected even at a height of 1350 m the same porous, rugged, and hostile stone mass.[324] This long island resembles a shot-gun, and New Hanover Island a shotgun shell. If the shell continued to fly for 2000 more km, it would hit Palau. Can a direct tectonic connection between the two of them be assumed? New Mecklenburg’s mountain range stretches in a northwestern direction, while the Palau group of islands, at right angles to it, points northeast, at least as with respect to the shape of the barrier reef. The progression of the Palau Trench in the same direction is indicative of a differently oriented fault line. Is this fault line then a transverse fault of a submarine ridge? Already during my first visit to Palau in 1907, I noted in my diary: The Gogeál (limestone rocks), as far as can be seen, stretch from NW to SE, and my map from Babldáob clearly shows that likewise on the landmass of Pelau, the Goirúl and Ibars chains cross the island in a northwest direction; at any rate, it is a strange coincidence. As long as the elevations of the seabed of the Micronesian ocean are not known with certainty, as it is now the case, one can only speculate. The elevated limestone islands a Ngĕâur, Feis, Nauru, and Bánaba cannot be considered for comparison since they are silted atolls or coral reefs that are raised locally; Nissan in New Mecklenburg, a locally elevated atoll that is preserved with its lagoon, is an unparalleled example. These elevations

vary between 5 and 50 meters. Quite differently, the Mariana Island chain ends with a large limestone elevation toward the north. It would be desirable that these regions be systematically studied by a professional geographer.

As mentioned above, Palau is counted among the large limestone elevations inasmuch as a large limestone mass rose barely above sea level, broke into slabs, and then was subject to intensive erosion.[325] That volcanic activity played an important role in this is proven by the fact that limestone and lava are almost always, if not exclusively, closely associated with one another. In some places on Palau, the transition is so abrupt that the limestone rocks run directly into volcanic land without my having noticed, perhaps because of the intensive loess formation, I did not notice a contact metamorphosis. This transitional region located at the southern edge of the large island of Babldáob and on the island of Goréor deserves special attention.

The border is not straight, but in the east located more to the north than in the west.

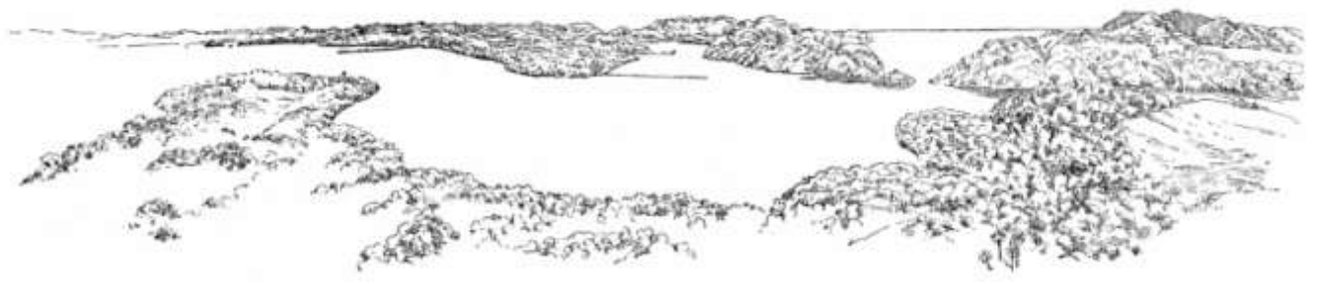


Fig. 15. The large island of Goréŏr and the port of Malágal (see above on the horizon) of the I. Ngarekobasáng, seen from the N. (Elevation of a Meúngs) (see chart 3 φ 21´).
[Abbreviations: I. = island, H.H. = houses, G. = Gogeál (limestone rock), E = entrance]

This is best seen in the overview of chart 2, which shows the arrangement of Gogeál and Pelau according to the way the natives distinguish the limestone rocks from the volcanic land. Further details are given below.[326] One can see that the island of **Malágal**, a ca. 100 m high[327] volcanic cone, is surrounded by high limestone walls. Equally, **Ngarekobasáng** and the satellite island of Ngurúr[328] do not show a grain of limestone, and neither does **Goréor** which runs eastwards and is only separated by a small narrow that goes dry at low water. Goréor, as a matter of fact, runs to the east into a high limestone wall pointing north-south.

In the center of it is a breakout that links the village of Ngarmid, located on volcanic land, with the Toágel Mid that is named after it. This channel, being wide and deep, separates Goréor from Babldáob. The island of Goréor itself contains no limestone, even though it has to be mentioned that a few limestone blocks are found on the island of Ngátmědug, which is offshore from its northern end and is composed of lava (see chart 2, side plan).

Babldáob is separated by a deep channel from Ngarkldéu, the political designation of the three volcanic islands of Malágal, Goréor, and Ngarekobaság, all of which can be reached on foot at spring low tide. But this is a very taxing endeavor since the high and steep Gogeál have to be crossed. From Malágal, one can easily reach**Toi rëgúio,**[329]the passage *(toi)* that together with the Toi Kobaság apparently split off the western ridge Ngargól (Kub. I, p. 36, Ngargáol). A beautiful, but imperfect mushroom, Dmagêi raripkal,[330] adorns the passage, which, at middle and high tide, is the only boat passage from the port of Malágal to the main place Goréor. During spring low tide, it runs almost dry. From there, one has to ascend the Gogeál since the deep water channel *(toágel)* Lebúgŏl which separates the Ngarekobaság—Goréor from the Gogeál crest Ngargól—Ulupságel extends close to the Toirëgúio passage. Climbing the Gogeal crest from south to east, one reaches the Ngaláp exit where a reef makes the passage for a boat impossible at low tide. On the northern side, one has to make a steep climb to the Ngaláp part in order to descend from there via the Gomagáng to the Pelau land of Goreór, from which one can reach Ngarekobaság since these two islands geographically belong together.[331]

While no limestone rocks are found on and at Malágal and Ngarekobaság, Goréor, in the east, runs into a 100 m high limestone wall, which in the north ends in a narrow, ca. 10 m high crest with an isolated rock of the same height.This rock which stands between itself and the crest, leaves a high water passage for natives' canoes (fig. 15 and 16[b]) which I named on chart 2 "passage island" and which is the main point of passage from Goréor to the southern and eastern coast of Babldáob. It is called Tói tmedúg because nearby to the northeast is **Ngátmedug,** a volcanic island 30 meters high; on its peak a forest, and on the side some large limestone blocks. West of it, close to some small scattered rocks protruding from the water, is the small volcanictree-less island of Ngarkebúiut about six meters high.

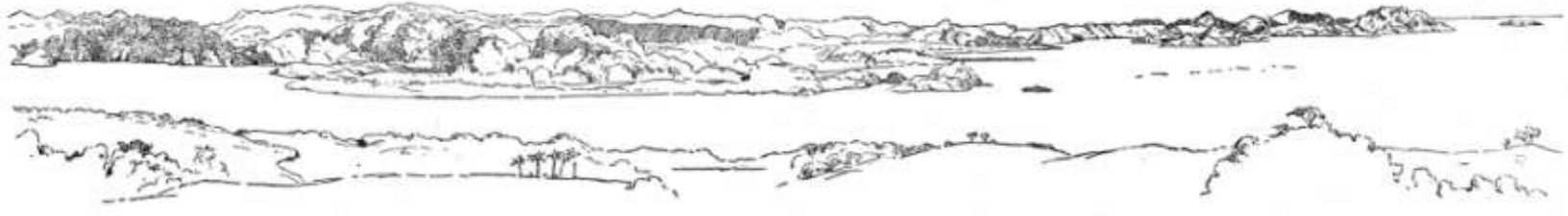
Here two volcanic rocks (not loose tuff) are located at the northern tip of the extension of the Gogeal ridge. Even stranger is the existence of a part of Pelau right in the center of the Gogeal maze **Songél a Lise**[332]at the southern side of Goréor (see chart 2, side plan and plate 8). At its southern side, this island forms an almost semicircular arc that at the eastern side, through the Gogeál wall called Gomagáng, extends to almost a full circle. Toward the south, the island is loosely bounded by the Gogeál Ulupságel. In this way, a large peaceful inland lake is formed. It has an opening towards the east, through the Ngaláp exit, to the open coast, which is passable by boats at high tide only. To the west, the deep water channel Lebúgŏl flows in so that small ocean going vessels, can enter the enchanted world of Songél a Lise at any tide. An enchanted world it is indeed! The limestone mass here has disintegrated into numerous smaller pieces separated by deep water (Lebúgŏl). High rugged islands alternate with small mushroom-shaped and flat rocks. All—as is typical for Gogeál—are covered with lush forest.

Passing through the main channel of Lebúgŏl, one can see from the west, on the **Ulupságel** side, a red shimmering land, 2—3 hectare large and ca. 10—20 m high, that is covered not with forest but with shrubs that are characteristic of the savannah of Pandau. This is the Pelau land **Ngaregelngáel**.[333] It is not an island, as it is represented on Kubary's chart. He describes in op. I, p. 31: »A small island is located near the southern shore of Korror, half Risojoss and half Kocheal; it is called Ngarakel ngăel and from the plutonic part of the rock pours a spring of fine fresh water.« This can only be the area of Pelau land that I independently discovered near the Lebúgŏl channel. But it is not an island. Alighting at the northern side of the channel, one discovers a watercourse at the edge of the forest that in the dry season is just a trickle. Upon ascending the steep wall of red soil for a few meters, one finds oneself on a bank that is gently sloping to the west and covered with the familiar ked (savannah) plants (see further below, p. 242, Flora). A few steps to the east and one reaches the Gogeál forest, with bright steep limestone walls shining through. This is the large Gogeál Ulupságel. To it belongs yet another part of Pelau, which Kubary describes in the same text, and which is apparently located in the **Metúker Risóng** at the southern end of Ulupságel (φ 18′). While chasing a turtle that my boat boy had speared, I once entered this bay in an outrigger boat. Since the bay was already recorded on a chart, I did not follow it to its end, but turned to another bay at the south-western ridge which I discovered shortly before; it was called **Metuker Petíkl** and consisted



G. Ngarduais J. Ngarekedlukl J. Delepebai J. Gosegosu G. Pkulapngei G. Ngeream J. Gomologel G. Gomagang
J. Ngkesil'l J.Ngadert J. aGol J. Tabargadam
Vordergrund Babldaob

Fig. 16a. View from Mount Ked ra túnd (φ 22´) toward S.—SE.



Gogeal Gomagang E.Pipiroi G. Ngulokl Goreor G. Ngargol J. Ngarekobosang J. Ngurur
Kanal Toagel mid J. Ngatme- J. Ngarkebuiut
Krik v. Ngatkip Vordergrund Babldaob dug u. Durchfahrtinsel

Fig. 16b. View from Mount Ked ra túnd (φ 22´) toward S.—S.W. (see also fig. 32)

of 3 narrow basins surrounded by forest in idyllic peace and quiet.[334] I thus left the Metuker Risóng in peace. Having found Kubary's note at home, I know that Risóng is clearly synonymous with *risóis* (»vulc. rock«). Kubary writes: »At the eastern tip of the rocks that are called Bitang lokeáng,[335] the bay Toakl a Risso is found, revealing at one end the same plutonic shapes. The black mass shows little structural slip rock and hardly rises 20 feet above sea level. This rock, barely some hundred feet in circumference, is surrounded by more than 500 feet high sedimentary rocks, and one can clearly see that it is covered by the same. It is significant that this small place has vegetation peculiar to the Risojoss. The surface is covered with grass and ferns like those found on Malakal, and some areca palms here bear edible fruits, which is not the case in the distant Kochealls.« — — —

As to the word Bitalogëáng (see below, p. 203), the chart shows that Kubary thought it to be a second name for Ulupságel. I, too, found in my notes this word written over Ulupságel, where it is now found on the side plan of chart 2. But I believe that by this name the natives refer to all the Gogeál south of Goréor bus especially to Songél a Lise and Ulupságel. For this reason, I want to use this name in a similar manner, all the more so since I often heard it being used in this sense. Whether or not a connection exists between Ngaragelngáel and Risóng cannot be established with certainty. But it is worth noting the existence of limestone of Ulupságel. An equally curious fact is that that the deep water channel Lebúgŏl, which is punched out from the coral reefs on both sides (Goréor and Ulupságel), reaches eastward only to Ngaregelngáel. At low tide, the continuation of the channel is impassable, and only at the Ngaláp-drop off (chart 2 side plan) deep water is reached again. In order to reach it in a boat with a draft of 2 m or more, one has to pass through the Gasapsúm entrance north of the Ráel[336] Island and through the Ngurumetogól channel around the northern tip of Iluk pebúl and southward through the Ngerikúl channel. Of course, one finally runs aground at the Ngaláp deep since it is made shallow by a reef that runs dry at low tide. The island a Ugéliúngs with a magnificent

hall that leads inward to a yard is worth visiting. Nearby is one of the most beautiful mushroom heads found on the archipelago, called Ngaragălbúkl (Table 7, c and d).

According to my knowledge, no more volcanic rocks and soil are found south of the Pelau bodies of land, Goréor, Ngaregelngáel-Risong, Ngarekobaság, and Malágal. But I did not even visit all of Ulupságel, much less Ngurukdápel and a Ilmalk, and I saw none of the 70 islands of Ngarekeuídso that future explorers will make many new discoveries.

Across the eastern ridge Gogeál on the island of Goréor—that is at the northern part of Ngulókl, of which one part is called Gobagád l bád[337] — is found the village of Ngatkip, which politically belongs to Goréor, and is located beyond Toágel mid. Its location is marked by a steep overhanging rock, the Rois t kíp, that protrudes from the forest (Fig. 16[a] and 17).Its precipitous western side shines white, and on its peak it carries a forest cap. It is surrounded by a cluster of limestone rocks, which cannot be seen from the channel and closely border volcanic land. I call them the Gogeál of Ngatkip. To the east, separated from it and from the island of Babldáob by a mangrove channel, appears the massive **Ngerëam**. On the western side it has disintegrated into numerous small islets that, like those in Songél a Lise, allow for passage, although a deep water channel is absent so that the island maze for the most part can only be visited at high tide.[338] To the south, the massive suddenly narrows to a width of ca. 100 m and become so low that only a few m high isthmus remains; it is called **Góngolungel**[339] since some time ago boats could be carried over it. Around 1905, the government had the isthmus breached so that now even outrigger boats can pass through at mean tide. This channel makes the connecting journey from Goréor to a Irâi and the eastern coast of Babldáob much easier, since otherwise one would be forced to sail around north of Ngerëam through the long and always windy Mangle channel of Ngurusár, or southward around **Pkulapngnêi**[340] which is rather dangerous during strong winds. This is the name of the limestone mass from which the Góngolungel channel, widening to the south, projects in a triangular shape.



Fig. 17. The Mountain Rock of Ngatkip

East of Ngerëam-Pkulapngêi is the large bay of Ngurusár with 3 islands: Gosegósu, Delépěbai, and ng Kesíll, all 3 of which are volcanic and steep, even though the nearby Pelau land Babldáob, situated to the north, gently slopes toward the sea. On it, between the villages of Ngurusár and a Irâi, completely isolated limestone rocks similar to those on the island of Ngátmedug are found on the volcanic land. Especially near a Irâi, 2, called **Debúl** and **Ngalángel**, are of the size of a house and, according to native accounts, were flung there by demons who were not given anything to eat. At this place, however, no Gogeál touches land because the next Gogeál near a Irâi is the island of **Ngarakedlúkl**, on older charts also called Gorak,[341] which, however, is only the name of a sandy spot at its eastern coast. Like the former place, this Gogeál stretches ina southeastern direction.

In contrast, the last Gogeál group of the central mountain range borders directly on the Pelau land near Goikúl (see map of the village). The **Gogeál of Goikúl** consists of several quite sizeable mountains which in

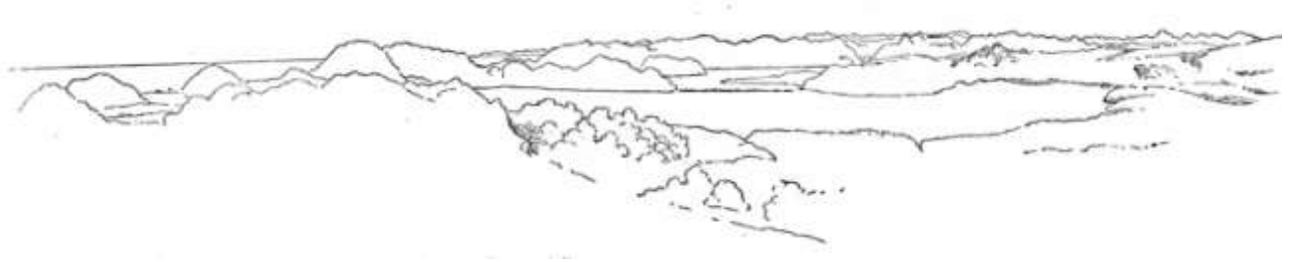


Fig. 18. View from the Malkrabések Mountain

some way give the impression of resting on the land. The Golidil (see map of Goikúl) is the most northern. After

what has just been reported about the two a Irâi rocks, and consistent with the discoveries on Ngátmedug and Ulupságel, it seems most likely that the volcanic rock here, at least in some parts, is overlaid by limestone. But there is no evidence to assume a volcanic island or a mountain with a limestone cap. Separated from this Gogeál by a mangrove channel that completes the strait of Toitmedúg northwards, through the Góngolungel, is the bizarre Gogeál **Ngarduâis** on the eastern coast, which immediately attracts the attention of approaching sailors with its pointed peaks and cones (plate 10). It clearly runs from NE to southwest, i.e., the opposite direction of the other two, and is separated by deep water from the Gogeál Ngarakedlúkl.

North of these formations, I did not find any other Gogeál rock; up to the present, the northern border is at 7° 22′ 30′′. As mentioned earlier, the southern border for the

occurrence of Pelau land is the Risóng Ulupságel at 7° 18′ 30′′. Hence, the transitional and mixed region is located between 7° 22′ 30′′ and 18′ 30′′, stretching for ca. 7 km north-south. All Gogeál that are found farther to the south are located outside of the transitional region; just as the Gogeál rock is absent in the north, no volcanic material can be found south of the Risóng. At least in these two cases, I am not aware of any observation to the contrary. In the following, I will then list the remaining southern parts, beginning in the extreme south and then moving from the Gogeál to the Pelau land, the individual districts of which are mentioned further in Part III. In the course of this enumeration, I will add interesting general geographical details.

The large Gogeál (Limestone Rocks), called Maltáltogeáng.

1. **a Ngĕâur** (Angaur, see chart R. M. A. III, left bottom, and map Part III); a ca. 5 m high, rather flat island, triangular in shape,[342] with its tip pointing to the south. Its length is just over 4 km, its width 3½ km at the northern side where, according to the marine chart, an angular elevation is located in the NW corner, which, however, can only be minor since it does not protrude from the sea. The entire center is lower than the edges and prone to swamp formation. Beyond any question, Ngeaur is an elevated atoll, whose lagoon is already quite silted up. After its raising, it became a habitat for marine birds, which accounts for its rich phosphate deposits. In appearance, the rock cannot be distinguished from that of the Gogeál of the main land. The cliff coast is rugged and forbidding, especially at the northern side where the famous geyser Tial is found and has several openings. In the northeast, for example, is a crevice called Úgul a ker‘regár (»tree trunk«), a small cove with a sandy beach which, if it were not for the strong NE trade wind currents, would be a superb landing place since the beach leads smoothly to the land. Quite different are the conditions at the beach of Garitm farther to the south, and at the western side in Ngúrugei and Delūtáog, where steep cliffs rise right behind the sand. Nonetheless, at the latter location, the German South Pacific Ocean Phosphate Company set up its main landing place, since it is the lee side and nature lends its helping hand. That is to say, a part of the rock is detached from its base and at high tide enough water remains for boats to land safely. Of course, scaffoldings had to be built in order to reach the heights. A boat hoist, too, is available. South of Delūtáog are the residential and commercial buildings of the Gesellschaft, and the villa of the director is prominently visible on the small and rather low lying Cape Ngaramúdel. From there, one can look to the south and see a magnificent portion of sand called Ngëdelóg, the beach of the souls. At its beginning, in the corner of

Ngaramúdel, the well-known water hole Garangáol is found, in front of which the hospital was constructed. The beach of Ngadólog does not end at the southern tip of Medórom, but from the southeast side, reaches far up, although becoming more narrow and truncated. The flattened southern tip of Medórom is better laid out, which is why the Gesellschaft built a pier for the disembarkation and embarkation of goods there whenever the west harbor cannot be used. It is connected through a light railway with its headquarters, the work area, and even with the NE beach of Úgul. In this way, the Gesellschaft prepared itself with 3 landing places in S, W, and NE, against almost all winds. Fine anchorage is available at the southern tip where the fringing reef is very narrow and the 100 m line is about 1 km off the shore. During westerly winds, one can even anchor at the eastern cape of Ngariôis, but not at the western harbor where the reef base stretches out to barely 100 m. The northern cape of Pkul a mlagálp and the NW cape Pkul ngelūl remain unapproachable. The largest coral reef visible in low water is near the beach of Ngadólog in SW and at its tip reaches a width of 700 m. At the NE side is the cave a Iloguâi.

2. **Pelíliou.** Ngeâur is separated from Pelíliou »the land below« by the strait of Gëúgel, more than 200 m deep and 4 nautical miles wide, which the Palauans also call Makáep. In the center of the sound is a shoal (see p. 129) 20 meters deep that is a mythical place (see the story of Tëlámes). At the southern tip of Pelíliou are a few smaller islands, among them the island full of legends, Ngarmóked. This marks the beginning of the great coral reef that, with the exception of the Ngeaur in the south and the coral island Nggêiangel in the north, encircles the entire archipelago. The reef at the eastern side of Babldáob does not disappear, as Kubary I on p. 30 maintains, except perhaps for a short distance near the large Gogeál cape Ngaramedíu. But I believe that even there a fringe reef exists. Pelíliou is quite different from Ngeaur since it is a real Gogeál in the shape of an open crab claw pointing towards the north. While equally flat and rich in phosphates in the south, the island has some impressive elevations in the north, on the wide western claw-arm (see chart R. M. A. II and plan Part III). They elevation does not, however, seem to exceed 50 m, e.g., in the cone-shaped Gámliangel. The northern tip[343] is flat, in the shape of a pickaxe, and turns in the sand to the east. Boats coming from the south make sail from there, which explains the name of the cape, Ngarabakál. The following islands are located in the extension of the western arm: first, separated by the Toi ra malát ëárs, »the passage of the torn sails« (see the History of Ugelsúng, Part VII), Ngesebús, together with some smaller islets, Ngergói or Ngaregëu, Ngemelís,[344] etc.; none of which are very high, and east of them

is the lagoon Olobetapel.[345] To the north, these islands are followed by a mass of islands and rocks, all of them on the western side, that I jointly call Olobetapel Islands. To the west, the twin-rock Ngikúr, possibly a typhoon boulder, is situated on the sand reef of Ngaregól (see fig. 19). Islands are also found in the extension of the narrower eastern claw arm, which are broken off pieces of the claw, viz. Ngorungór, Ngadpíseg, Ngabád, Ngabárd, and the farther off Ngargersíul. Inside the crab claw lies the island of Rurīd.

The eastern wall reef, on which Ngargersíul is situated, extends north for ca. 12 km to the Dénges entrance. On it are located three more raised islands are located: Ngerugelptáng, Ngarklim, and Ngëregóng, which at low tide can be reached by foot from Peliliou, which can be gleaned from the History of the Destruction of Ngardolólok. The island was once part of Ngaregamâi on Goréor. Ngëregong is overgrown with coconut trees and shrubs (see Krämer Diar 9.13.09 and map R. M. A. III on the bottom right).



Fig. 19.The rock Ngikúr on the W sand reef as seen from Pelíliou from the E above the Kimm breaker.

3. I was not able to visit **theOlobetápel Islands** (in Kubary's nomenclature, Olobetapel lagoon on charts 1 and 2). They are also called »the 70« Ngarekeuíd, although, in fact, only a pile of stones in the north was known by this name. I saw them only from the Dénges entrance. From the western side of the small island of Ngëregóng, I could take the bearing of those rather distant rocks, but only roughly pinpoint their position. Most of them are tall, isolated, and enticingly attractive rocks. Almost all of them appear to rest in the water of the western reef. Kubary visited them in 1871 on his journey to Pelíliou. He writes about them in vol. I, p. 56: »Through the Denges passage and west of the entire group, ships can travel up until Arekolong[346] or through the Aremolunguj[347] passage to the west. The southern part of the lagoon suddenly turns shallow and a chain of rocky islands is located at the border of the deep lagoon and the following shoal. Beginning west of the reef is a group of rocks that bear the overall name Akmugummur.[348] Separated by a deep waterway, barely two miles wide and, and located in the same waterway, in a northeast to southwest direction,

are three individual rocks by the name of Kolssobol.[349] Roughly two miles to the east lies Uruguit,[350] a cluster of 8 rocks that hem the shallow, narrow, and winding lagoons and channels. The rocks of Uruguit are very high and precipitous. Here I found a palm tree that is not native to the north. A kind of Arrowroot is made from its small wide nuts two inches long. Five miles farther to the east, two rocky islands are found that have sandy shores in some parts. They are called Akomakam[351] and are located near the Denges passage.«

Kub.continues: »Between Akomakam and Uruktapel lies a rather large five-mile long island called Eil malk, the southern end of which is named Koboserraj, the center Magargar, and the northern end Mototoj. Magargar was formerly inhabited; now the rocks are covered with dense forest.

Behind these sediment islands listed here, the reefs run toward one another on both sides until, hinging on the island of Pililu, they form a circle that encloses Palau. Here the closed lagoon is shallow, its depth does not exceed three to five fathoms, and a large area dries up at low tide. This shallow lagoon with its sandy coral bottom is called Olobetápel. In the west and east, it is enclosed by the outer reef, and in the south is a shallow navigable water way leading to Pililu. The sedimentary rocks seem to rest on the coral reef but actually rise from it and are encased by sand washed up by the sea. The smaller islets are located in the circle of Akmugummur: Akkomokum,[352] Mylo; while Imillis[353]in the south forms a chain of beautiful, formerly populated islands that often waged war with Aulong. The villages were destroyed and its inhabitants relocated to Aremolunguj. The Imillis group is composed of these individual rocks: Dossomel,[354] Ngyrs, and Buuk.[355] Across from them, at a distance of one English mile, lies the Ngoduk. Next in this chain are two uninhabited islands, followed by the larger Imillis: Ajlpelau, Kotráor, and Kotúut. Northeast of the latter island is a string of islands stretching up to Akomakám. The next is called Awang; the three that follow, Tabelmyu « — — —

»On the eastern reef are a number of smaller islands the sands of which are directly pounded by the ocean. The most important and closest to the Denges passage is Earakong,[356] which was at one time an independent country subsequently conquered by Korror. Today, its population is considered a part of the locality of Arekamai.[357] South of Earakong,

forming a line andseparated from each other by two to three miles, are Ngarklim, Ngarugulptang, and Ngargersyul.[358] The rocky banks of the island of Kotuut[359] fall sharply away to the sea and form a bay turning towards the east (chart 1). At the eastern side of this rectangular bent arm, which is missing on Mc. Cluer's chart (see fig. 11) and which at this point is two miles wide, lies a rocky island called Eiltáob,[360] which, according to tradition, is the abode of a female Kalits; Eiltaob borders on the island of Pililu, separated from the latter only by a shallow water channel.« I have already cited this island on p. 197 in the section on Pelíliou, under the name Ngesebús.

On p. 52, the Südseehandbuch (South Seas Handbook) (Litt. R. M. A. I) says: »A small island north of Pelíliou extends semi-circularly from southeast to northwest. On the western side are tall coral cliffs which in the center gradually turn intoflat sandy ground. The center and the eastern half are formed by sandy soil seemingly driven onto the elevated coral. Thick bush and a respectable number of coconut trees are found all over the island. The uninhabited island has one trading post. From Ngesebús, and over the reef that runs dry at low tide, one may reach the northern island of Ngergói.[361] It consists of several small islands which are similar in type to Ngesebus; high, steeply sloping coral cliffs and flat, sandy islands devoid of phosphates lean against it. The Ngemelís islands lie north of Ngergói. Forming a wide arch, they reach from west to east. The group consists of five larger and several smaller islands with a rich coconut population.« — — —

I cannot make exact statements about each and every one of the islands north of Pelíliou and east and west of the Olobetápel lagoon, which is why I reproduced the information provided above. A view of the western islands is found in Wilson's book, on p. 288, but it is extremely incomplete, just as the one of the following islands of Gogeál a Ilmálk. Gomakáng is divided into two islands: Jóul and Bablomakáng.[362] I am only certain that the rocky islands Goilúg and Desómel are located at the perimeter of the Dénges harbor (called by the S.M.S. »Planet« Schönianhafen; see chart R. M. A. III, on the bottom right). I am quite certain that the island of Ngëregóng is situated at the Dénges entrance. At the edge of the coral reef, between island and entrance, lies yet another sandy spot with vegetation, Oregí, and on the other side of the channel near the entrance lies Pelúgauár, so that ships passing here find two noticeable landmarks. While at one point the channel is only 150 m wide on the inside, it is free of shoals. The entire western region needs to be explored further. (Channel and inland water depth is 20—40 m).

4. **a Īlmálk**. The large and mighty Gogeál north of the Dénges entrance and harbor.

Zu Seite 201



G. Ulupságél G. Ngargól B. Kobasáng B. Ketúnd B. Desómël I. Ngurúr
K. Pkulaitáp I. Ngarekobasáng K. Derómël
Government station Madalai (Goréór) K. Kemúr
Catholic Mission



K. Pkurengél K. Pkurengesúkl B. a Gatiroir K. Gogológöl B. Ked ra tund G. Ngulókl
K. Buk ra keángéd I. Ngátmédug
B a b l d á o b I. Ngarkebúiut Tóitmédug (Durchlaß)
D. Ngarebódël

The name is said to refer only to a »Cave of the Chicken« *(a ií l malk)*, but came to be used for the entire area. I just stated Kubary's information about it. Mc. Cluer and Dumont (fig. 13) called this Gogeál Earakong, but this is to confuse it with the previously mentioned island of Ngëregóng, as evidenced in Kubary (see p. 199). Semper wrote Jaracong. I cannot make any comment on his assertion that the south is called Koboserraj.

Here is located the eastern cape, which can be seen from Babldáob. The cape is known as Ngaragasemíĕg or Pkul a gasemíĕg (fig. 20). Kubary, on the other hand, calls the center Magaragar, which I note down as Magaragárd; *magaragár* is said to mean »shallow murky water«, such as is found between the many small islands there.

The northern Mototoj is correctly known as Mototói, »The Many Passages«, as the word refers to the many small islands in the strait between a Ilmalk and the large Gogeál Ngurukdápel located north of it. At the southern side of it and straight across from the island of Ngaiánges are the old communities of Ngáramíĕg[363] and Goikúl, which have long since resettled on Babldáob.

The island of Ngaiánges lies in the **Sar**entrance (also Togălél Gëikád lúkĕs, commonly named a Mototói), like the one of Dénges, breaks through the reef edge from the east.[364] It is of great importance. Inside of the mouth, in the midst of the jaws, the fairway splits into two parts: the northern Toágel Pélau (Pelau side) and the southern Toágel lióu (»Lower Channel«), which Mc Cluer declared as the better one (fig. 11). The island of Ngaiánges itself has the shape of an hourglass or, more exactly, the shape of a dumbbell; it is a low, sandy isthmus ca. 100 m wide, pointing east to west, with a rock at both ends. Some rest houses and fishing huts for travelers are found on the isthmus (visited on 9.13.09). On the coral reef at the northern Ngurukdapel side are yet other islands: Gongotekátl across from Ngaiánges, Rebaikesīl farther to the east, and, rather far out, a heap of stones called the »Mice«, or Bëap. At the southern side of Toagel lióu lies the rock Gosak with its 2 eyes, farther to the east near the deep water lie the two rocks Tagerdúi; close by to the south is Moir, and slightly further to the south is the twin-island of Govúiĕd. All of them are surrounded by the strand reef at the eastern side of a Ilmálk. At high tide, one can quickly reach the south in the lagoon formed by the reef.[365] The rugged cliffs of the Gogeal, however, present a

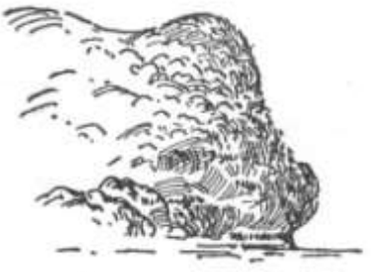


Fig. 20.

The Gasemíĕg-Cape (φ 7˚ 8´), called Pkul a gasemiĕg, seen from the south.

series of sandy shores that were formed at the foot of the cliffs by the surf at high tide. They are called Ngaruáug (together with its island), Goiárs, Súg, Geiâu, Ngaramatâi, etc. A separate island with a pleasant-looking anchorage, Ngarabelobáng (see chart 2) is located near the cape of Pkulagasemíeg; between the last two points is the beach of Ngabúsog, where the cave a Īlmálk, which fishermen occasionally use as overnight accommodations, is said to be found. The western side of a Ilmalk and its interior remain completely unexplored.

5. **Ngurukdápel.** (Mc Cluer, Urukthapel; Kub., Uruktapel, Semp., Urucdzapel.). The largest and most stretched out Gogeál in the form of a bracket opened up to the west. Cape Ngaremedíu, projecting to the east (Fig. 28 and plate 8 b, at one time inhabited; see the History of Tipetípakmíeg), is the most important navigational point of the archipelago.At this point, the shore reef is so narrow and the ocean so turbulent that the passage from the north to the south is made from the west instead of from the east, where one would have to navigate outside of the reef.The southern end, running into the Toágel Pelau, has already been mentioned, but notthe westward run of the southern end. The peninsula is rich in bays and reaches far to the west;at its tip, the »Small Passage« Kekerél tói,[366] the cave of the Gamasiógĕl, with its two exits, is found (see History, Part VII). To the west, beyond the small passage is the Kloul toi, the »Large Passage«, also called Toi ra klemadáol;[367] both are separated by the island of Ngobasángel. The end of the Kloultoi in the west is marked by the Gogeál **a Ulong**, which became famous through Wilson’s shipwreck (see above, p. 108).

Traveling from the north to the Kékerel toi, and shortly before arriving at it, one passes two small islands, Legodet and Gongiorótel. East of them, below the high land, most of which is about 100 m high, lies a cluster of islands that is only vaguely shown on existing charts. The entire area is still unexplored. In the middle, halfway to the north, is a single rock riddled with holes, Telútk arungúies[368] (see the History of the Serpent of Ngurukdápel and of Ngeūlngartúkur).

Traveling farther to the north, one reaches the cape of Kuápĕs ngas[369] which, together with the cape of Peduliáes across from it to the north, forms a stone portal marking the western exit of the harbor of Malágal. Running eastwards within the arch, the Gogeál bounds the western port and forms a promontory across from the island of] Malágal. This narrowing

separates the western from the eastern harbor. The Gogeál then, once again, runs southwards and at the exit of the harbor forms a cape which I call Cape Planet;[370] from it one can catch sight of Cape Ngaramedíu. The main reef channel, the moray exit, and the Toágel Kesebokú are located near Cape Planet, while the second exit, Toágel Ngél, is situated east of it, near the Metúker Risóng at the side of Bitalogeang. East of the reef Ngaderák, which separates both exits and entrances, lies an isolated reef in the ocean, called a Ugelpelú. On it a large inhabited island, which was destroyed by a storm surge, is said to have ben located at one point in time.[371] The northern part of Ngurukdápel is also called a Ulugëáng, and the section in the western port is known as Jóulegëáng. Across from it, to the northeast, begins the Bitalogëáng.

6. **Bitalogëáng,** »Gogeal Side« (Kub. Bitang lokeáng), under which, as mentioned above (p. 193), I subsume all Gogeál between Ngurukdápel and Goréŏr: Ngargól (McCluer Ahsakysui, fig. 12, Kub. Ngargáol or Arracomel), Ulupságel, Songél a Lise (see above, p. 191), and the eastern wall of Goréor, Ngaláp-Gomagáng-Ngulókl. A detailed presentation to which reference can be made is found above. Besides, the special chart (chart 2 side plan) I prepared provides a clear picture of the area. It is doubtful whether the natives includeamong the Bitalogëáng the Gogeál north of Ngaláp, Gomagáng and Ngulókl, which border on the Pelau land of Goréor. I include it, however, from the geographical point of view that none of the other Gogeál parts mentioned above are separated from one another by deep water. The cleft Pipiroi, located between Gomagáng and Ngulókl, that connects the village Ngarmíd on the Pelau land with the channel Toágel Mid to the east, is shallow and narrow and, like the Toirëgúio north of Malágal, runs dry at low tide. As mentioned earlier, also the transit island near Tóitmedúg at the northern tip of Ngulókl is located nearby.

At the eastern cape of the Gogeál Ngaláp lie 2 islands, Gordágel (also called a Itelblóng?) and Tabargadám, and across from them, at the Pkulapngêi side, Gomológel and Ngadért, two sentries each at the entrance to Toágel Mid from the ocean.

7. **Pkulapngêi**,[372] to which belong the Gogeál Ngerëam and Ngatkip, which were already discussed above (p. 194). All three of them run in one line in a NW-SE direction, similar to the Gogeál at the eastern edge of Goréor. All three of them are separated by boat channels. South of Rois Ngatkip is the entrance to Ngăruluóbel and Ngurusár. The Mangle channel, which dries up at low tide, follows along the cliffs of Ngerëam, then meanders around them, and finally runs into the eastern bay of Ngurusár, into which a tongue-shaped deep water channel flows between Pkulapngêi and the island of Gosĕgósu. From the bay

of Ngurusár, the Gogeál walls steeply ascend; offshore islands are missing at the eastern side with the exception of a few small rocks. A single ironwood tree stands at the top of Ngerëam.[373] South of the cleft Góngolungel, which has been previously described on p. 194, is the legendary cave Itumrúkŭl, located just above sea level, while across from it on the western side is the vault a Īldebúsŏg (see p. 228). It is more than 5 m high and 10 m

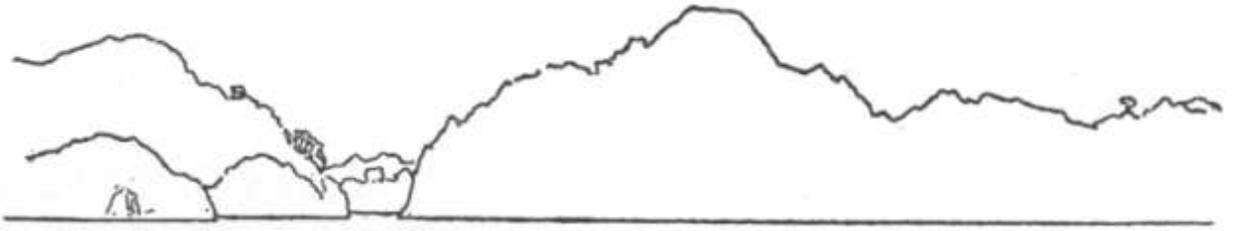


Fig. 21. The cutoff Góngolungel from the E. (φ 21´)

deep and wide, such that a boat has ample space to find safe shelter there and in the event of storm and

rain. North of it, around the entrance of the Góngolungel channel, is a maze of islands similar to Songél a Lise, except that, deepwater is generally not to be found here.

I call these enchanted gardens, located at the Toágel Mid, Songél a Born, the »Darling of Born«, the government physician, who, shortly after our arrival in Palau in 1907, led us there (chart 2). For lack of time, I did not chart this island.

8. **Ngarakedlúkl,** the Gogeál island[374]pointing to the south-east and south of a Irâi which is connected to it by a 500 m long stone dam by the name of Megórei (see map of a Irâi).



Fig. 22.The Gogeál Pkulapngêi seen from the western section of the bridge Megórei.

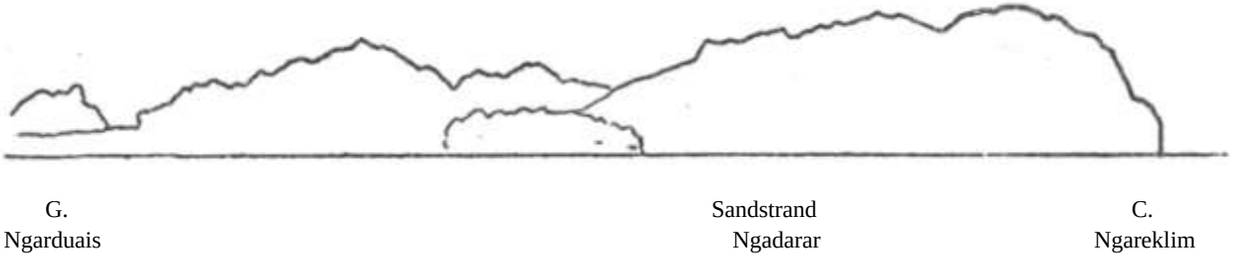


Fig. 23.The Gogeál Ngarekedlúkl from the W.

On the charts (q.v. B. R. M. A. II), the island is called Gorak; Gor'rak, however, is

26a

Goréôr, a Jebúkŭl Ngaregamaî u. Ngarekesauáol

7°21' N-Br.

0 100 200 m

Ⓥ Land of blai VII ..... Border of the District

====== Roads Constructed by the Government

N

Edge of the Reef

Ngarekamais-bridge

Gamdng

Pond for Turtles

Delebégei-passage

Ngaregamaî

a Jebúkŭl

Kedrekamais

path to Ngarebodel

path to Ngarmid

Ptelúl a Dmesóngop

Catholic Mission

Túkur-Mountain about 30 m

Ngarusebŭk

Goréôr

Dera bal

Metúkrariáng

Tarofelder

Ilúd ra sagalagóng

Sagdsag Ta

Kesol

Ia

Taro patches

Ib

Ngarekesauáol

path to Madalai

Tóbéd

Ngara mangángéd

path to Ngarbadgéd

Water hole

continuation plan 25b

Guát-I.

Map 26 a

also the name of a piece of shoreline on the eastern coast; it is spelled more correctly this way since one of the 4 islands of Nggêiangel is called Gorak (p. 195).

In the west is a flat spot named Ngadarár; a few shacks are found there, as it is the place of the Rubak Rungúl of a Irâi. From there, the people of Yap climb to the summit[375] where they cut their stone money which they bring down on wooden sleighs. There I found a wooden sledge which was described onp. 132 (q. v. plate 37—39) in Müller's Yap.

At the south-western end, the coral reef reaches right up to the steep slope of the rock called Ngareklím, where the boat entrance a Itoágel is located. At the rock face above the surf, the idols of a Irâi (q.v.) were kept in caves. I collected them on July 21, 1910, and they are now kept in Hamburg.

The Gogeál ends northward, in the direction of the Pelau land, yet west of a Irâi two more limestone rocks, Debúl and Ngalángel, are found, as was mentioned on p. 195.To the west, near the 3 Pelau islands, Ngarekedlúkl has deep water in the bay of Ngurusár, while to the east it is separated from Ngarduâis by the deep entrance into the bay of a Irâi (see p. 204, fn 2).

9. **Ngarduâis**. A large Gogeál complex at the south-eastern corner of Babldáob; essentially made up of 2 parts, separated from one another by the long Mangle channelTáog ra Klai, which begins in the west with the wide Mangle entrance Dngĕbárd. To the north, near the village of Madál (part of Goikúl), abutting on the Pelau land and towering over it with its white wall lies the rock Golidīl (fig. 25); separated from it by a side channel are the mountains Matudíl and Ngareptáges, and detached from it by a piece of Pelau land, the Melngóikéd, are the most western twin-peaks Malengiáog and Mediderīg (see the map of Goikúl).

South of it lies the rugged woodland that quickly catches the eye of sailors approaching Malágal, the actual Ngarduâis. The constantly changing view, as one passes by it, is illustrated on plate 10. Farthest to the north is the solitary Tut with a broken off tip, distinguishable for its breast-like shape, and south of it, separated by a channel and a shallow, is a high cone, the Ulenge ságel or Ngardesólog, where the Mangalangalekeī cave is found. Another stretch of land, Ngaptúg (fig. 18), follows, then the mighty and broadly notched hump rises, »its Skull Cap«, Gomelél a Semdíu, with »its Land«, Peluál a Semdíu, covered with coconut trees (see Hist. of the Medegêipélau, Part VII.).

This mountain is also reputedly called Madálabai, but I was also given this name for a small island located east of the Ulengeságel mountain in the ocean.[376] The name »Front Gable of the Bai« occurs frequently.

A few rugged mountains follow: the Ngaremetingūs, the Suskamedúkl, the Ivongbítl, and the steep cape Pkul a rôis at the inside and pointing towards Gor'rak, while towards the outside, a Mangle cape by the name Pkul a ngís (also Gosomogúru), which

marks the eastern side of the entrance to the bay of a Irâi; it has a deep entrance channel which soon flattens out.

I never set foot on Ngarduâis. The mountains can be splendidly viewed from a Irâi, and from Rois malk ra bések near Goikúl. Many of them seem to be separated from one another by channels.

A clearer impression, however, can be had by ascending each peak, and only then can the controversial name-giving be settled. This I tried to do with great effort from a distance.

As shown in the images (especially clear on tables 8 and 10), **thegeneral characteristics of the Gogeál** are its steepness, disjointedness, and the strange, bizarre forms n contrast with the more gently sloped and level Pelau land. The only bold features are the mountain ranges of Gámliangel (fig. 41) and on Mount Ngaramlungúi. Ngarduâis, in the SE of Babldáob, which shows quite clearly the ruggedness of the limestone rocks.

It is incidental that both mountains are equally distinguished by the white and red color of their cliffs is just a footnote, since the limestone rocks are always thickly covered with forest such that the naked rock is only visible at steep falls or bare spots, as in Goikúl and Madalai on Goreór (which takes its name from the cave opening on the Gogeál opposite from it), across from Malágal at the harbor (Plate. 6, ^{3}), etc. The Pelau land is quite forested, but there is also a large number of barren sections with low shrubbery, which is further mentioned in the section on the flora, that allow the red laterite ground to shimmer through.

Furthermore, a distinct marker of the Gogeál is their cave formation and their coves. Not much needs to be said about the former since caves, along with water scarcity, are characteristic of all limestone mountains.

Coves are also common, but seldom are theyfound in such regular formation and so widespread in all shapes as on Palau. In order to understand the large scale erosion process that affected the Gogeál from top to bottom and led to their peculiar shape, one has to carefully consider two elemental powers, **climate** and **tides**.

The Pelau archipelago, whose main mass occupies the area between the 7th and 8th degree of latitude north of the equator, is located in the region of the north-eastern trade wind, which blows during the Nordic winter usually from December to April but sometimes lasting up until early July. The remainder of the year is fitful. **Wind** shifts, calms, and downpours can be expected at all times. The Südseehandbuch (South Seas Handbook) says on p. 50: »The wind shifts between northeast and northwest and from southeast to southwest« (Litt. R. M. A. I.). More precise information on Palau is not available, except for Yap (1912).[377] From January to April, northern to northeastern winds prevail there; May to October is the season of calms, while southern and southwestern winds set in increasingly from July to September.

October is the transition month to the trade wind season. Early in 1912, the **barometer reading** on Yap was 756—57 mm, and then slowly dropped, up August, to 753 mm, only then to slowly rise once again.

During my stay in Palau, I had the sense that **strong typhoons**did not occur.Admittedly, at the beginning of my stay in 1907, an old man in Ngarâus told me



Fig. 24.The Gogeál Ngarduâis seen from the bridge of Megórei (φ 21´) in NE—E.



Fig. 25.The Gogeál Ngarduâis from N.N.E.

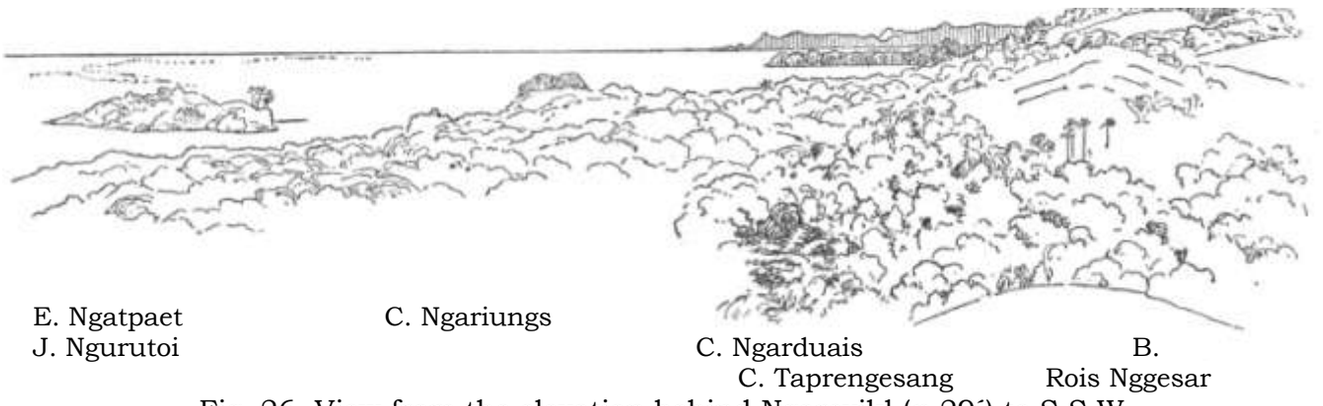


Fig. 26. View from the elevation behind Ngarevikl (φ 29´) to S.S.W.

(see p. 164) that as a boy he experienced a strong typhoon which flattened everything, but that there was no flood. Most likely, this was the same typhoon of which Kubary I, p. 33, says: »the last one in 1862 ravaged the entire group«, except that it could not have come in this year, or else Semper would have certainly mentioned it. With almost equal probability Tetens, who on p. 229 writes of Steinberg's book and the year 1862, would have made mention of it, but most likely

following on from Kubary. From 1862—68, Tetens was often in the archipelago and would not have failed to mention such an important event if it had occurred during this period.Hence in the section on the “History,” I have dated this typhoon in the winter of 1868/69. Support for this view is found in a note by Rusell Robertson, whose stay on Palau in 1875 was already mentioned above (p. 152). During a subsequent visit to the nearby Ngulú atoll, it became apparent that most of the palm trees had been destroyed. The reason given for it was a typhoon that had raged 6 or 7 years earlier. As in 1912, only the northern part of Babldáob was probably affected then, such that the visitors during the years 1869, 1870, etc., who usually only visited Goréor, did not notice it. The time around 1868 fits well since William Gibbon told me that he experienced a tropical cyclone as a boy, and he was in all probability born in 1866 (see p. 136).

While one could hear about scores of typhoons in the Philippines and the Mariana Islands, and even on the nearby Yap, Palau was spared such visitations as that during this period. As on Voleâi, one would not simply consider such a possibility any longer. The typhoon in the fall of 1906, which destroyed Merir and Pulana, only inundated some taro swamps on Pelíliou. The Good Friday typhoon from 1907, which laid waste to Voleai and Mogemog, spared Palau altogether. Although a storm hit on the 17th—18th of March, it did not cause any damage.

Only the storm on November 26, 1912 would prove disastrous.

The Imperial Station reported on December 5 in the Deutsche Kolonialblatt (German Colonial Paper) 1913, vol. 24, no. 237: »After a typhoon had already passed north of Palau on November 22, Palau itself was grazed by a typhoon on the 26th of November. It came up so a sudden that it has to be deemed a miracle that, despite the boat traffic here, only one boat was lost. The lost boat carried one Japanese man and one Palauan. They sailed close to the land inside the reef and finally had to drop anchor on account of the storm. The storm grew stronger and stronger until finally the anchor broke and the boat drifted toward the outer reef edge. It probably capsized in the surf. The Palauan was able to abandon the boat in time and reached safe ground. The Japanese, however, was lost together with the boat. — One man was badly injured and several women only slightly. — By local standards, the damagecaused by the typhoon was considerable. The northern part of the island of Babldáob was completely destroyed. No house in the villages was left standing. The plantations of the natives were also wiped out. Most likely the Chammorros, who are settled in the north and do not have taro fields, will soon run out of food. Some villages on Palau,[378] whose taro fields were flooded by salt water, will also encounter hardship.

No news has yet arrived from the most northern island of Kaijangel.[379] — Most likely, the eye of the typhoon passed over Kaijangel and thus not much of this island might have been left. — The missionary buildings in Malegeok and Eimelik are totally destroyed. The corrugated iron sheets of the buildings in Malegeok are scattered all over the entire village. Some were hurled by the storm into the highest trees and got caught there. Likewise, no house was left standing in the Ponapean settlement in Eimelik. The government station, on the other hand, got off lightly. — The southern part of Palau, Pililju, and Angaur experienced only strong winds.—«

The latter information can be gathered as well from the meteorological report of Captain Knoth in the Annalen der Hydrographie, vol. 41, 1913, p. 269. Knoth rode out the storm in the port of Malágal on the phosphate steamer »Wigand«. The plate shows that in the morning of November 26 the wind veered back and forth between NE and NNW. It then turned via W to SW, at which, between 10 and 11 o'clock in the evening, the hurricane reached force 12 at a barometer reading of 741—42 mm. In Angaur, the lowest barometer reading was 753 mm at 11 o'clock in the morning.

Yet another observer—namely Fr. Placidus (Aus. d. Miss. 1913, p. 44)—was ashore in Goréor. Already on Nov. 25 he observed suspiciously long cirrus clouds radially converging to NE. On the 26th, at 4^{h} p.m., he recorded 754 mm, and at 6^{h}, that the storm slowly reached force 12. Trees got uprooted. »The storm turned in a semicircle from NW to W. SW until coming to a halt in SSW. At 10^{h} 45′, he recorded 741 mm. At 1 o'clock in the morning, the storm had passed. The missionary houses were not substantially damaged.

Finally, the report of Fr. Basilius (Aus. den Miss. 1913, p. 31), who witnessed the catastrophe on Melekéiok, deserves mention. His report reads that the typhoon powerfully set in there on November 26, 1912 at 8 o'clock in the evening. Soon, tree branches were flung onto the corrugated iron roof of the school house. Brother Ivo burst in and reported that the corrugated iron roof of the schoolhouse had been blown off. Both Sisters followed after their residence too, was unroofed. One last tin roof withstood the storm. »It was like as if a train rattled over it.« Suddenly the wind turned and came from the opposite direction, at which point the walls and the roof collapsed. The residents could save themselves by taking cover under the house. At 1 am, they could leave their hiding place. Everything was destroyed. »Likewise, the houses of the natives, even the large assembly houses, were gone. In some cases, the storm wrapped the corrugated iron sheets more than 3 m long and 80 cm wide around the trees like a wet towel, skewered them on broken off branches, or flung them as far away as 300 m.«

According to the statements of the missionaries, the typhoon in Ngaregolóng at the northern tip of Babldáob, where everything was blown off the ground, was far worse.

In Ngaramlungúi as well, all was said to have been destroyed. As is the case most of the time, this natural disaster was followed by dysentery which caused the death of many people.

For the most part, these reports agree with one another. Since it became known that on the following day, Nov. 27, a powerful typhoon struck the islands of Samar and Leyte in the Philippines, as well as the northern part of Panay, it becomes clear that, like in the case of the typhoon in the year 1907, its path led from ESE to WNW where, turning to the north, it disappeared.

While long-term observations on temperature and wind conditions do not exist, the **rain fall** has been measured in the government station for many years. The following figures (in mm) are taken from the Mitteilungen aus den Deutschen Schutzgebieten (Announcements of the German Colonies)

	1908	1909	1910 Goréor	1910 Angaur	1911	1912
January	406	316	214	184	93	145,6
February	215 } 975	118 } 962	347 } 885	312 } 802	113 } 312	62,8 } 271
March	318	528	324	306	106	63,3
April	206	261	146	71	313	333,8
May	296 } 1009	374 } 859	126 } 578	279 } 789	213 } 846	258,2 } 827
June	407	224	306	439	320	235,7
July	382	366	240	257	420	573,4
August	473 } 1316	228 } 977	198 } 547	252 } 698	228 } 782	436,9 } 1221
September	461	383	109	189	134	210,5
October	125	337	125	295	329	131,0
November	198 } 699	503 } 1343	359 } 767	560 } 1405	97 } 811	609,5 } 918
December	376	503	283	550	385	177,1
Sum	3899	4141	3694	2777	2751	3237,8
Number of rainy days	259	309	304	302		267

The annual amount of rain is regular for the tropics and, on the whole, about the same as in Samoa. Uninterrupted rain for several days is rare. Most of the time, the showers are brief.

From the quarterly rainfall one can infer better than from the monthly records that the monsoon season is the most rain-laden; this is shown even more clearly in the semi-annual figures.

	1908	1909	1910		1911	1912
I. Half-year	1984	1821	1463	s. 1591	1158	1098
II. Half-year	2015	2320	1314	s. 2103	1593	2139

It takes some effort to show clearly and evidently that the monsoon season yields more rain than the period of the trade winds. In the year 1910, the monsoon season on Goréor brought lower rainfall and only the figures on Ngeaur prove the rule. The difference, however, is not very much, and during my stays in the archipelago, which for the most part took place during the rainy season, I did not encounter any difficulties during my travels and excursions. The number of rain days, that is, between 250 and 300 annually, is equally distributed so that one day of the week, on average, is rain-free throughout the entire year.

Thunderstorms occur more frequently during the monsoon season.

Months		I	II	III	IV	V	VI	VII	VIII	IX	X	XI	XI
Thunderstorms	Goreor	4/2	1/1	6/0	8/3	9/2	11/10	16/5	9/5	7/7	7/7	9/7	4/4
1911/1912	Ngeaur	7/1	4/1	5/0	7/4	13/2	4/4	4/6	10/3	8/4	4/5	11/4	6/2

In 1912 there were 53 in Goréor and 36 on Ngeaur
1911 however 91 » » 81 » »

The country experiences frequent thunderstorms. On the other hand, I have no information concerning **lightning**, but the natives of the village of Ellet, located at an altitude of 1000 m on New Mecklenburg, assured me that there was no lightning, although thunderstorms are even more frequent there.

Measurements of **relative humidity** were taken only in the year 1912 on Yap. The measurements there for January were 80 percent in the morning and 68 percent at 2 pm. Then there is an increase in the period up to July to 90 and 76, and in December it slowly decreases to 86 and 75. Systematic **temperature** measurements as well were conducted only on Yap.

The monthly averages for 1912 are stated in ˚ Celsius.

	Monthly averages		Observed individual temperatures	
	2^h p.m.	6^h a.m.	highest	lowest
1	29.5	22.9	30.6	**18.2**
2	29.6	23.1	30.4	19.4

3	30.2	22.4	31.0	20.1
4	30.6	23.9	32.2	22.6
5	32.1	24.1	33.4	20.6
6	33.0	24.5	**35.3**	22.9
7	31.4	23.4	33.4	20.0
8	32.2	23.7	33.9	21.8
9	32.1	23.9	34.2	21.9
10	32.3	23.8	33.6	21.5
11	31.9	23.7	33.9	20.5
12	31.4	23.9	33.0	22.3

the annual average midday temperature on Yap is 31.4˚ C, which corresponds to my occasional measurements on Palau, where the midday temperature is a little above 30˚ C.

No coherent observations concerning the **tides** in Palau were made.

The South Seas Handbook, p. 53, states port-time 8^h for the Malágal port, and a spring tidal surge of ca. 2^m. During its survey of the Malágal port from August 19—24, 1909, the S.M.S. »Planet« made the following level measurements (local mean time):

		high tide	m	low tide	m
Full moon	19.8	8^h 10´ a.m.	2.88	3^h 0´ p.m.	1.39
30.8	20.8	8^h 40´ »	2.83	4^h 0´ »	1.53
	21.8	9^h 40´ »	2.78	3^h 40´ »	1.68
	22.8	9^h 40´ »	2.69	4^h 30´ »	1.73
	23.8	11^h 10´ »	1.36	5^h —»	0.75

The highest tidal surge is 1.49 m; the duration of the surge is ca. 6 hours 30 minutes.

The Handbook, p. 50, states that at An gaur's southern tip a tidal current of 2—3 nautical miles was observed; the tidal current runs for 18 to 20 hours towards the west, and for the other hours of the nautical day to the east.

In fact, only one tide is abundant most of the time, while the second nocturnal spring tide is often barely noticeable.

Visitors to Palau should allocate their time in accordance with the moon, not so much because of the light, but because at the time of the syzygies the lagoons and mangrove coasts of Babldáob run dry at noontime.

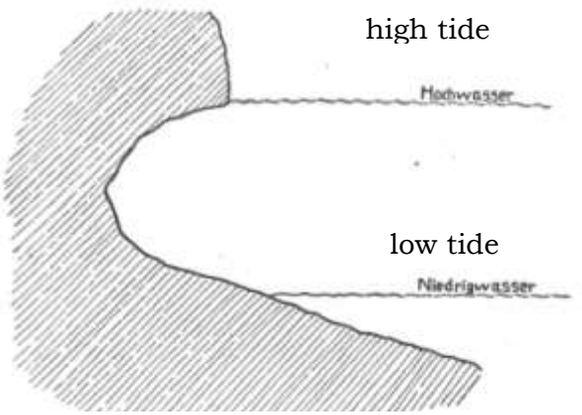


Fig. 27.Shape of a tidal notch.

On July 16, 1909, I noticed that at full moon, between 10^h a.m. and 4^h p.m., the creeks at the northern side of Goréor had run dry. One has to begin or end travels before, or after, half-tide in order to be able to reach a distant destination during the day. Goréor, with its landing bridges reaching close to the deep water, is better off, but long detours are also required there, such that travelling over the reef at high tide is preferable.

The spring tidal surge of approximately 2 m is best displayed in inland water through the identical level of the **tidal notch**.[380] Wherever the swell of the ocean

is broken, or at least attenuated by the reef, these beautifully shaped erosions are found in the limestone cliffs;[381] ocean surf, however, would destroy them. Recently, Emil Werth[382] wrongly disagreed with the conclusion of G. v. Zahn,[383] who showed that in marginal seas, as for example in the Old World Mediterranean, in the Baltic, and perhaps even on the oceanic islands, cliff notches are more common than on other coasts. Likewise, the shores of larger inland lakes, like the Great Lakes in America, for example, show this formation as a result of the surf. There is no place that can better support this section of Zahn's notes than Palau.



C. Pkul a gasemieg | C. Ngaremediu mit Tunnel Goubailii | C. Pkulabeap

G. a Ilmalk | G. Ngurukdapel | G. Ulupsagel

Fig. 28. View from the sandy beach of Ngarenggól toward SW, to the entrance of the Malágal port. (See plate 13).

But the term surf is not suitable for inland waters. Here it is merely the beating of water driven by the wing against the rocks, of the pushing and flowing masses against the steep coral rocks.

At spring tide, during full and new moon, the rock is eaten away at a height of 2 m. At the lower part, an outward sloping base is left that reaches up to the middle of the notch where it has its deepest indentation. From this groove, the ceiling, or the overhang, like the branches of a tree, runs more or less in a straight direction out and upward (fig. 27).

At more sheltered spots, the shapes are more rounded; but where a single rock is standing in the open sea and an offshore sand reef breaks the initial raw power of the surf at high water, only a pointed nose that sticks out that is in permanent danger of being broken off. If it indeed is severed in a storm, the rubble drops onto the base and builds a dam which, unless it is destroyed, prevents the formation of a new notch. It is noteworthy that an elongated notch is almost never found at cliff coasts that are surrounded by surf; most of the time, there is only an outcrop which, due to its pointed shape, and as an enduring remnant, is able to withstand the sea a bit longer than the wide surfaces. **Pkulabëap**, the »Mouse Cape« (chart 2 side plan and 3 φ 7˚ 18´), that is, the western end of the sandy beach of Ngarenggól at the SE coast of Ulupságel (fig. 28), still show the classical shape of a notch;there not only the choppy tide but the

sea waters that roll over the reef at high tide created a notch almost 3 m high. The perforated rock shows such extensive erosion that this strange formation will surely not remain in existence for long. Likewise, the magnificent and evenly shaped and sharply defined mushroom head Ngaragalbúkl (φ 7˚ 19´, plate 7), in this overpowering shape, could only be formed facing the ocean, even though it is protected by a wide reef.

The two capes Ngaramedíu and Pkula gasemíeg, located south from Pkulabëap (fig. 28, plate 8, 2 and fig. 20) and freely exposed to the quite tempestuous north-eastern trade winds, present a railroad embankment-like weather formation.But because of the reef protection here, a notch-formation has taken place, admittedly with a quite strange overhang, which demonstrates what happens on the windward side better than words could. At the elevated island of **Feis** (9˚ 45´ N, 140˚ 35´ E), I could observe how steep coral limestone coasts even more exposed to the trade wind seas (see plate 6[1]) look. Although the rock face in the east reaches a height of 10 m, it is not very pleasant to step close to the ridge of the vertical cliff at high tide since the splash of the surf constantly reaches the top. It is said that during typhoons the ocean freely pounds over the wall and the water gushes onto the plateau. During calm low tide, the base of the old notch appears like a driveway; the bridge has broken off and only the cape nose is left, the continued existence of which will depend on wind and weather. Although a wide old base that is permanently covered by water, a type of outer reef, also breaks the force of the incoming sea at low tide here, the violence of the surf at high water is quite unbridled. The sight of the battle of the ocean against the coast of the deserted island of Feis is especially magnificent. I want to draw upon another observation with regard to a similar rock formation. It concerns the lee and windward side formations on the island of **Nusa-Besi**, located at the eastern tip of Timor (plate 6, [2]).

The northern side of the island, which is quite sheltered, features a magnificent 3 m high notch formation, the base of which is so covered by sand deposit that it has a small foreshore; while farther to the east, it is separated from the almost ocean-like sea by a sandy beach that is becoming smaller and smaller. Passing the steep southern coast of the small island on board a ship, one is quite astonished how the rugged and precipitous cliffs are scourged by the open sea which, under the force of the south-west monsoon, looks as if it is boiling. Notches cannot be found here since they would be destroyed in no time.

Whoever wants to travel through Palau’s Gogeál gardens by boat and climb the forested cliffs has to come ashore at high tide, since the overhang of the notch can cause quite some difficulty. At spring low tide, most places can only be reached by foot over a small fringing reef. Since, as I have mentioned before, the conflicting views concerning the formation of notches have not yet been resolved, I again, point to

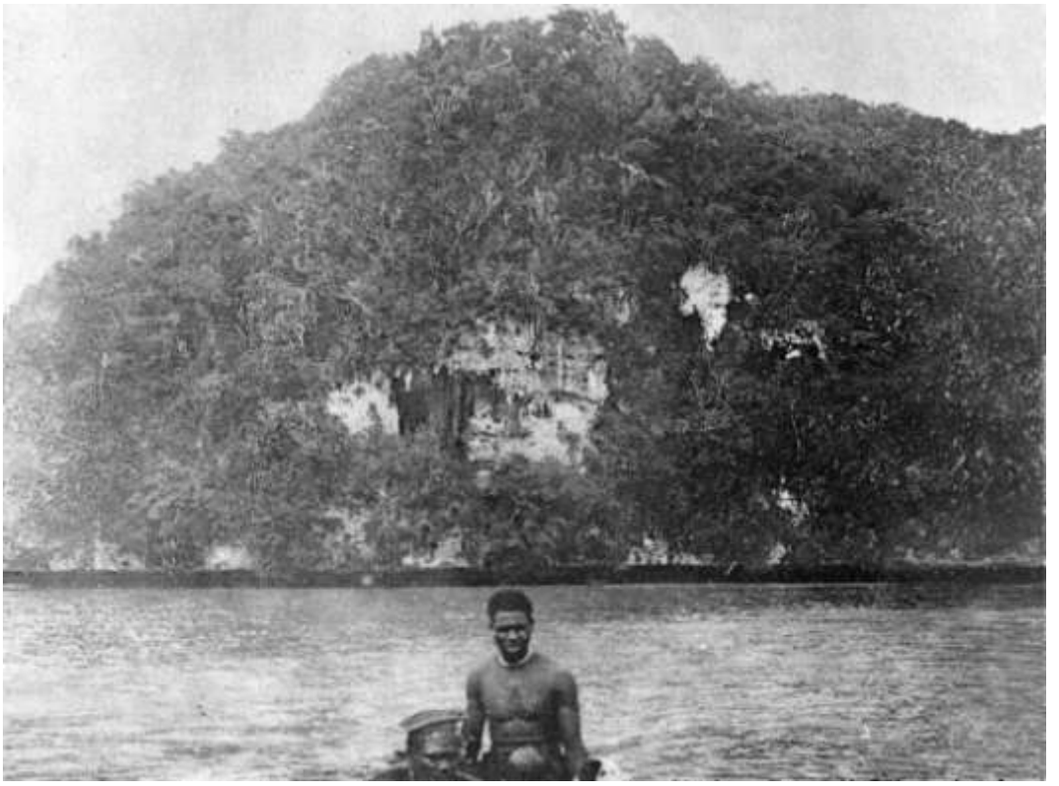
//Krämer, Palau, Vo1.l, Plate 6.//



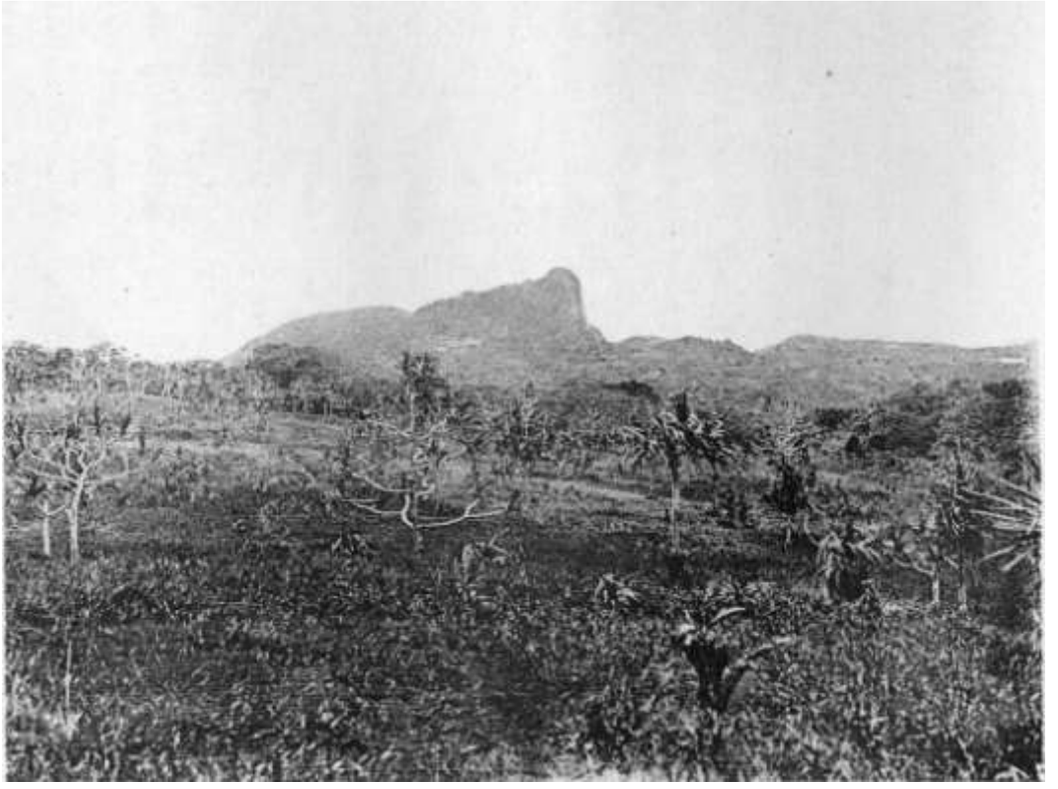
1. Remnants of a destroyed surf notch on Feis (Central CarolineIslands)



2. Beached notch on Nusa-Besi (eastern tip of Timor).



Cave near cape Ngaramálk at the northern end of the Gogeál Ulupságel,
facing south: Tidal notch. (Chart 3, lat. 20´ 30´).



The twin-mountain of Ngaramlungúi, called Rois Mlungúi; to the left, a
Gatiroīr; to the right, Ngáruak from the W (heath of Ngaremeténgel)
(Chart 3, lat. 31´)

the Gogeál of Palau as magnificent objects of study.

I could not observe similar formations on volcanic land, except the Gorágel rock (fig. 40).

It has been stressed that the Gogeál are elevated formations. Directly or indirectly, they owe their existence to the **coral reefs**—directly as evolved reef, or indirectly through the cementation of debris and sand deposits. The Gogeál rock is distinguished from living coral rock by its strong fissuring and erosion. Today's coral reefs exist independently of the Gogeál rocks. At first, as an open spindle located in the north, they surround the main islands of the archipelago (see chart 2), leaving only, as noted above, Ngeâur in the south and Nggêiangel in the north out in the open sea. The entire west side of the spindle is a barrier reef[384], the wall of which is broken only over short distances by a few inlets. In the south, this wall encircles Pelíliou (see p. 197), nestling around the land so that the typical reefs with sandy beaches are formed here—but more will be said about this below. To the west, the wall runs freely to the north, up to the Dénges entrance. Here the sand reefs of the eastern side begin. Of the Olobetápel islands in this southern corner, it was alreadymentioned (p. 198) that almost all of them are Gogeál remnants. Only Ngerugelptáng, Ngarklim, and Ngeregóng are reef islands that developed from the buildup of rubble and sand in the wake of storms. Such reef islands are no longer to be found north of the reef edge. Legend alone says that the island of Ngiptál was once found on the Ngamâi reef (31´) but later was destroyed by a storm surge. The same thing happened to the a Ugel pelú reef (17´), which lies isolated at the eastern edge where »the sand« a Gól is still found. To this very day, the similarly isolated circular reef (12´) supports a sand island which, however, never seemed to have been inhabited.

At the northern tip are 5 isolated reefs: to the west, the Cormorant reef (Ngabárd), the Northwestern Reef (Ngeráel), 12 nm off the reef of Ngáruangel, to the east, the Kossol reef (Ngkesól), and the reef of Nggêiangel. Further details are found on chart 2. On the last reef, 4 reef islands are located in one line and turn from north to SW, exactly as it is with atolls. Nggeiangel, however, is not an atoll since it has no deep inland water. It is an isolated reef banklike all the reefs mentioned. That islands exist at this offshore position could only have been caused by a typhoon whose path passed over Nggêiangel, just as in the local lore the once inhabited Ngáruangel came into existence through such a storm, and was later destroyed.

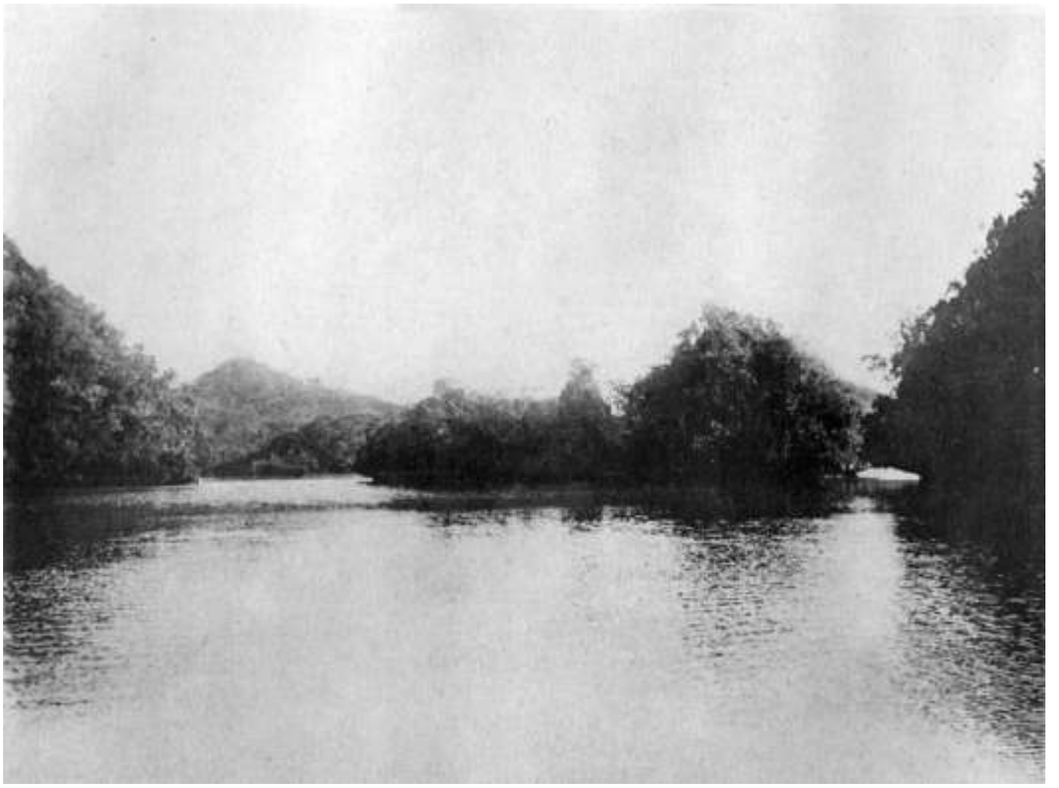
The Ngkesól (Kossol) Reef became known through Semper. He tells of his experience (II, p. 58) on a journey to the »Kreiangel Atoll« where on a windless day he lingered for many hours above the coral gardens of which he writes. I presented his descriptions earlier (Kr. I, p. 61) and owing to Semper's account on p. 51 of the same book, entitled one chapter »Samoa in Comparison with the Palau Islands«.

Regarding the arrangement of the reefs, Semper says elsewhere: »The northernmost tip of the group of the Pelew Islands, or Palaos, is shaped by eight atolls; the main body, from which the entire group got their name, is largely encircled by barrier reefs, and in the south by coastal reefs, while the southernmostisland does not have an actual reef.« Semper (I, p. 45) opposes proponents of Darwin's subsidence theory who would not want to infer a lever movement from this observation. This is untenable, however, because none of the three particulars in the above account is accurate, in as much as Ngeâur is almost completely surrounded by reefs, in some parts even by shore reefs,[385] such as Pelíliou, and Nggêiangel is not an atoll. Babldáob, at the northern part of its eastern side, features shore reefs, however while the entire southern part is dominated by barrier reefs.

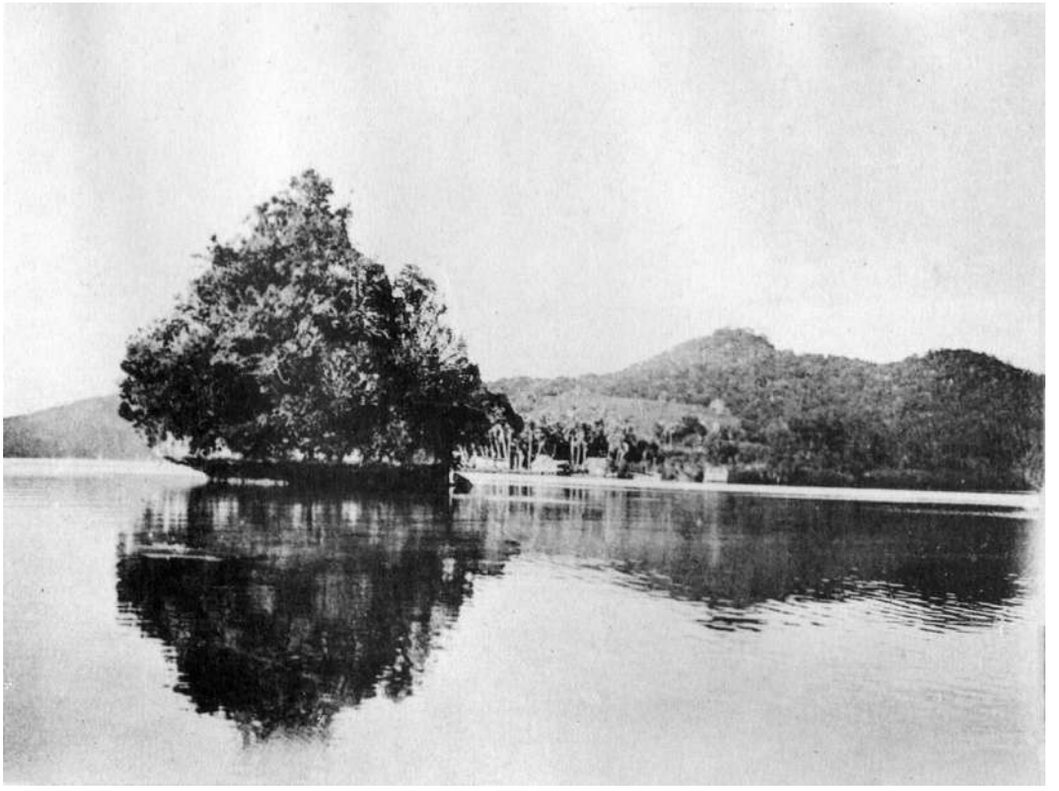
Chart 2 shows that the entire southern part of the archipelago, except for Pelíliou and Ngeâur, has far-extending barrier reefs.

Moreover, the heights of the Gogéal increase from the south towards the center. One of the reasons Semper does not assume any subsidence in the north is that he believed that he had found evidence of an elevation there—namely large rocks of globigerina limestone on the reef that could not have been carried up there by the ocean, all the more so since they are not located at the side from which storms blow. Furthermore, there is the obliterated boat channel which the Spaniards excavated in 1830, edge of which he found in 1862 far above the flood mark. Finally, there is the fact that the coral reef gradually slopes downward on the windward side and steeply on the lee side. In relation to this last observation, I refer to my remarks on the morphology of coral reefs stating that this is the common rule. Concerning the boat channel, it must be mentioned that the shore cliff always lies above flood water level since it is made up of compacted sand and rubble. The rocks on the reef of Nggeiangel, however, are surpassed in height by a rock that I saw on Djalut (Jaluit) in the Raliks. Consequently, the Tinoporus rock must have gotten on the rubble island in the same way. Enough of these questions, the pursuit of which goes beyond the scope of this discussion. I simply intended to show that the Palau Islands are destined to play and will continue to play a vital role in the discussion on reefs.

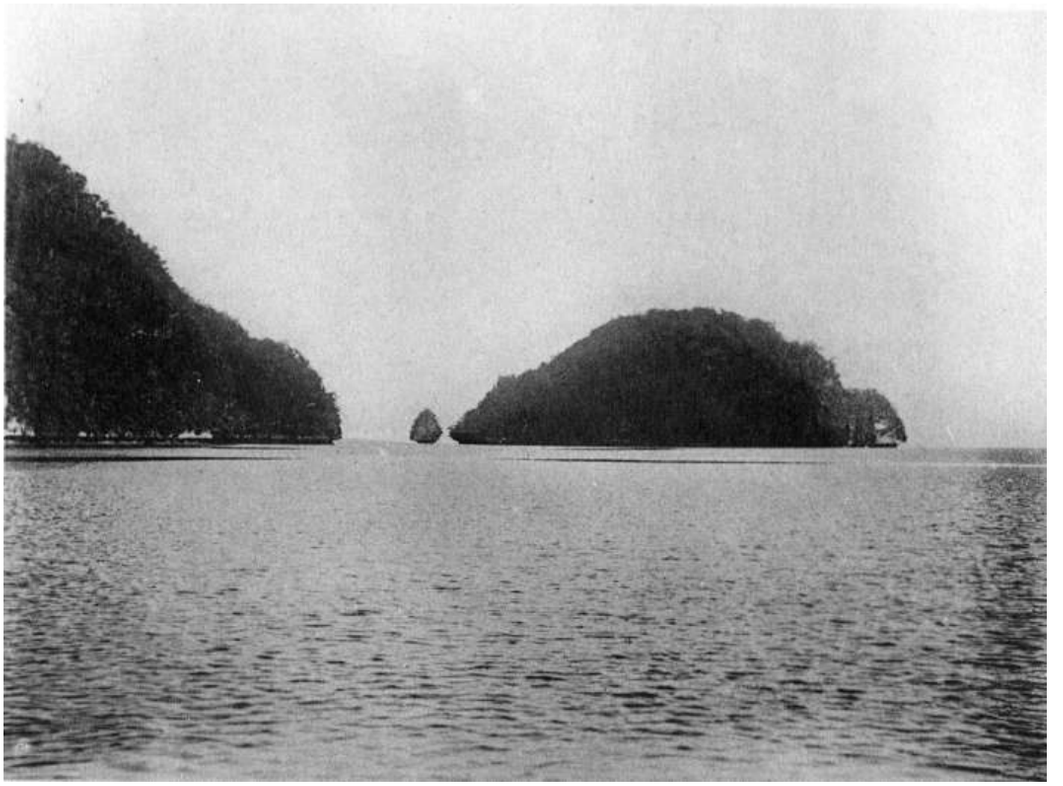
According to the terminology I provided in 1897 on the reef formations of Samoa—and I found no cause for amendments on 3 additional long journeys[386] to the South Pacific—**shore reefs** occur at the entire eastern side of the archipelago from aIlmalk up to the northern tip of Babldaob. Admittedly, sandy beaches are not found everywhere, but it has already been stated hat beaches of this kind can be found in many small coves on the eastern coast of aIlmalk, like the beach of Ngarenggól farther to the north, at



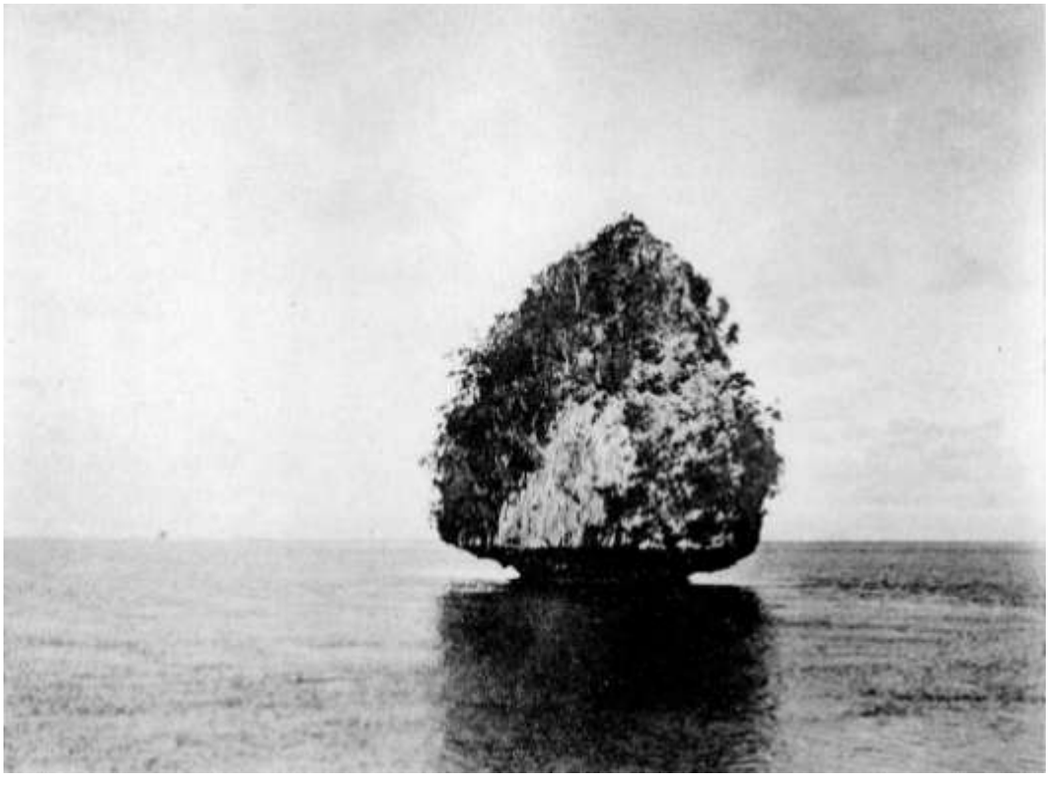
1. Toi Kobasang from S.E., divided through an island with bridge from Toi re gulio, which lies to the right but is not visible.
In the background Rois Kobasang (map 3 site plan a)



2. Malagal-Port from N.N.E. from Toi re gulio
l. Ngerukdapel center Mushroomhead Dmagei raripkal r. island Malagal with Japanese trade station



3. Exit between the Gogeal Gomagang and Ulupsagel (map 3 B r 19')
1. Gomagang Mushroom head Island Ugeliungs Exit (see below)



4. Mushroom head Ngaraglbukl from W.
(see above)

the Gogeál Ulupságel, north and south of the nose of Pkulabëap. (see p. 213).

Farther north, at the eastern edge in the southern part of Babldáob, is a **mangrove** beach,[387]because a barrier reef follows the coast there. The actual shore reef and the sandy beach of Ngërupesáng only begin in the north of the island of Ngurutói. Across the cape of Melmíl and north of the large pier at Melekéiok by the name of Ngaragelúg, the sandy beach continues and reaches as far as Ngamâi bay, only to be interrupted by the rocky eastern cape of Gogibërámes. Here some parts of the shore reef are less than 300 m wide.

The beach widens in the direction of the Ngamâi bay and then makes a sharp turn towards the coast. There, two emerging reef promontories form 3 deep inlets—called Ulabál, Metéu, and Gadéngel— that come to a deadend shoreside. The inner beach of the Ngamâi bay is covered with mangroves while its northern edge has cliffs. Only across the cape of Ngivál, the Pkulatáp rival, do the shore reef and sandy beach continue. This is followed by a stretch of 5 km where, despite the pronounced shore reef at the beach, mangroves predominate with very few exceptions,. The sandy beach continues once more at the village of Ulimáng (φ 38´). As at Ngërupesáng, the beach is interrupted by a rocky cape, viz. Pkulngësáng, and continues along the other side where at Galáp the reef is 200 m wide at its narrowest spot. To the north, the sand extends up to a Gól, where the sand cape of Ulúgol marks the end of further sandy beaches along the eastern coast of Babldáob in-as-much as the small sandy sections on the offshore islands of Ngarekeklâu and Ngaregúr are not counted among them. The entire eastern coast of Babldáob, beginning at 42´ to the north, is covered with mangroves. Even more so is the entire vast western coast which abounds with mangroves and hardly features an inch of sandy beach. Here, in some parts, are more than 10 km wide and deep barrier lagoons that have numerous and largely precipitous banks. This type of precipice, which can be found on the lee side of all islands open to the ocean, is especially nice to see on the inland reefs of Palau. Among the deep channels, the *toágel*, the Toágel Mid between Goréõr and Babldáob deserves special mention since it allows for large vessels to pass directly through the archipelago from E to W. On both land sides it is bordered by wall-like fringing reefs that in some parts would allow ships to berth directly there. I already mentioned that the channel of Lebúgol, between Goréor and Ulupságel, appears to be punched out of the coral reef, just as it is in the wonderful narrow passages of Songél a Lise (chart 2, side plan).

For the sake of completeness, I must mention that shore reefs with sandy beaches also are found on Pelíliou and even in the extreme south on Ngeâur—on Pelíliou, especially at the northern tip Ngarabakál, then the large sandy beach of Ngaregól in the northwest, the beaches of Ngaremesegáp,

Ngarakeúkl, and Pkulapelú farther south and the beach of Ngeríkl and its surroundings in the southeast. The beach Úgul a ker‘regár in the northeast of Ngeaur has already been mentioned, and in the southwest we find the famous beach of souls, Ngadólog; likewise, in the southeast, reefs and beaches abound since, as has been mentioned, almost all of Ngeaur is surrounded by shore reefs. (See chart 2 and R. M. A. III 1. Below).

One formation characteristic for shore reefs, namely **“residual brackish water lagoons”,**[388] which are usually located behind the sandy beaches, is not significantly developed on Palau since the narrowness of the shore reefs of Babldáob causes the hilly land to quickly drop to oceanic depths, as was previously explained in the description of the Palau trench. Yet certain exceptionsseem to exist. Behind the long beach of a Gól (chart 3, φ 7° 41—42´) is much marshy land where the villagers cultivate their taro fields. In exploiting these natural formations, they obscured the image of the island. The same holds true for Ngërupesáng (φ 7° 29—30´), while in Melekéiok, the taro field is a valley formation. Smaller formations can be found in other places, e.g., on Pelíliou, but lagoons as prominent as those I saw on Samoa, for instance, cannot be found on Palau.

The natives have given names to all individual reefs that make up the large rim. I list here the most important together with boat inlets and entrances for ships, beginning in the southwest and at the western side proceeding toward the north (see chart 2, for Kub. Chart I).

Names of the Reefs, Entrances, and Passages.

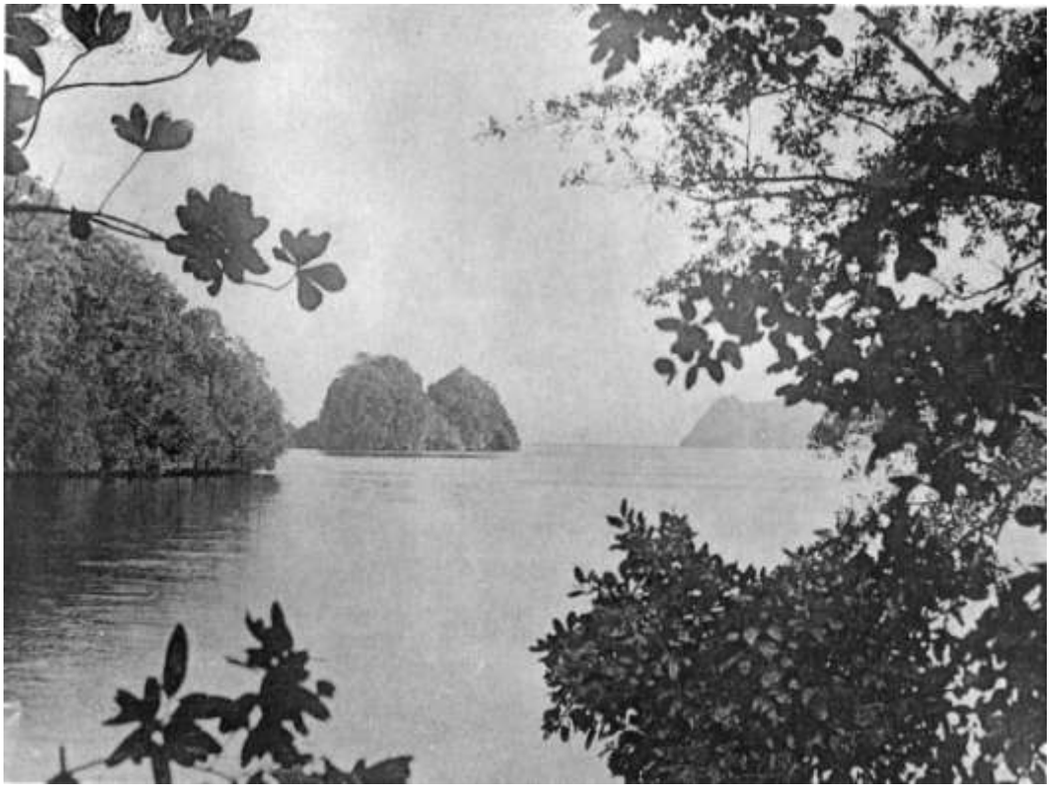
(small channels *toi*, large ones *toágel*) (See chart 2.)

Ngidopie	across from the Ngarakeúkl, W. coast of Pelíliou
Badlmíeg	“Almond Stone” across from the beach of Ngaremesegáp
Rebai kul	across from which is the village of Ngaregól; on the reef farther to the north lies the island of Ngikúr (see above).
Gelogalikul	
Dngér 261onju	across from which is the island of Ngesebús.
A Udál	
Mengerum	
a Rekŏránges	across from which is the island of Ngaregéu (Ngergói).
Gebilrulong	
Mesikm	boat inlet (see the History of Mangidáp, Part VII).
Tmelokitul	
Melívet	across from which h is the island of Gotnet (see II, 24).
Dngértúkak	

(see chart 2, side plan).



1. Pier of the government station Madalâi on Goréŏr.
Arrival of the inhabitants of the island of Melīĕl (Merir)



Gogeal Ulupsagel Islands on the edge of Mushroom bay Cape Ngaremediu

2. View of the port Malágal from the Yap quarry and the three-island bay.



Ngarategetei Mountain Ngalap Hat pebul

3. The Gogeál island Songél a Lise at the southern side of Goréŏr. Eastern part.



Ngaramegaeg Ngetkumer Flowerpot Ngadesaker Jungle of Ngerkesoauol
Cape Guat Madalngai

4. The Gogeál island Songél a Lise at the southern side of Goréŏr. Western part.

aIkrél Ngedesúl
» » a Ikuláol
» » a Būk

ikrél »outside of«…. Pieces of land, or small islands.

Bungaruâu
Kemókom
a Ikrél Ngkeál
Mut I aur
Ptil sengáol
Mut e Kelesang

Morisóng — it is said that here black stones rest on the reefs in the breakers.

A Rebótel — boat inlet.

A Tkedesâu

Gomai and Tegiesógŏl — two boat inlets.

Ngerumekáol — a segment of deep water that cuts into the embankment but does not break through it (Ngorumogáol Kub).

Ueter uáug
Gádesuréor[389]
Ptil siáes
Goitóud
Gamgúmel[390]
Tmelágel
Bad l márĕg
Goiūl
Dngér tebégĕl
Kerēl
Dngerul arúbŏd
Melevágel
Goid rengóng
Gad l melúges
Gol r mongíud
Telad l gedúi
Gerengel
Goi spukal
Kapas
Gorebúngel pdug
Gomeságăl

the reef **Ngărdilúgĕs**. I could not find the Endeavour exit (it actually should have been called the Oroolong exit, see p. 117, since the Endeavour, p. 119, had nothing to do with it); an entrance such as indicated on chart I and on the chart in the Colonial Atlas (1908) does not exist; at the most, it is a boat inlet.

A woman from Ngaremeténgel had been marooned on the reef (q.v.). A reef called Tpardilúges is mentioned in the History of the Serpent of Ngurukdápel.

Toágĕl Mlungúi (φ 32′) the large entrance west of Ngaremeténgel. Galid place of Ngaramedángep, distr. V.

Melepúk
Dngér aulág
a Segaseg
Gera mad
Badbad ra iás
a Iás
Meldóbŏg bad
Goirúl — the reef **Muráel**. (Kojrul Kub. I, p. 14).

a Ivokákou — large reef entrance west of Ngabúked (φ 7˚ 40´) (Woodin Passage Kub.). The branch a Nglás (see the History of Mangidáp, Part VII).

A Ileákl pelú — single reef

Ngamegêi — great reef passage near Gólei.

a Teklal
Milábŏg
a Ugível
Uetlegerángel
Bad l komúd
Klou l merâud
Merepsup — the reef **Ngertmél**[391] (west of Ngaregúr φ 7˚ 45´).

Máreg — boat inlet, inaccessible.

Iéngel — boat inlet.

Gerengól (φ 50´?)
Gebil inlet (φ 51´ 30´´?)
Gogímer (φ 52´?)
a Tmegerúr entrance (φ 53´?) — the reefs are recorded quite randomly on chart 2.

a Dngér
Regemedú
Togelír a rengebárd boat inlet
Ngemángel
a Ptil — the reef **Ngabárd** (Cormorant Reef?); Diltegogo of Gólei (q.v.) was marooned on Ptilatêi.

Telepedelél Ngeráel great passage
Metúker ra Depú
Pkul a mogelás
» » megóeg — reef **Ngeráel.**
Telepedelél Ngkesól great passage — this is the location of the Kossol passage of the chart R.M.A II, and in it the reef on which the wreck of O'keefe's ship is found.

Ptil ngkesól (western side)
a Úgulabád
Tagerúveg boat inlet — the reef **Ngkesól** (Kóssol Semp.)



1. Tidal lake in the Gogeál Ulupságel
at the Yap money near the three-island bay Dabarmelik of the Malagal port (see chart 2, side plan).



Bai Miskabasang Gogeal Ulupsagel Toi reguio and Toi Kobasang (through way Malagal Harbor) Gogeal Ngargol

2. View from the house of the station head in Madalâi (Goréŏr) toward S. W.

Ráel galid
Ráel terótŏr
Pkul a tmoliál northern tip
Kloulegmúgel[392] passage between Ngkesól and Nggêiangel
Gorak legelmól (east)
Medevúl ngkesól
Pkul aúgul
Melívet
Mutelegúr
Gărásĕg (Kavasak Kub).

} the reef **Ngkesól** (Kóssol Semp.)

The Island of Nggêiangel.

(φ 8° 3′)

As just mentioned, the passage between the reefs of Ngkesól and Nggêiangel is called Klou legmúgel.

Ráel ra Górak — entrance west of the island of Górak.

A Pkul ngebekú

Toágel ra ulag — entrance west of the island of Nggêiangel. Here the History of Tipetipakmíeg mentions the reef Ptil a ngabárd, where Capt. O'Keefe is said to have lost his ship.

Garegerūl
Gongúdel
a Meded
Gongevidel komud

Gengelel Ngáruangel — northern side toward Ngáruangel.

Gedapi — entrance on the eastern side.

Ptil
Ugul a bad
Medevul

} see above, under Ngkesól.

Pkulaiul

Golebegel — entrance.

Duger — east of I. Nggêiangel.

Pkul a garegid

Ráel uángel — entrance.

Ngat melabal — east of Ngariúngs.

Mesebelâu
Gol'logel entrance.
Mesegeungel
Gelipel
Tkiremêi southern point.

The Ngkesól reef and the Garáseg entrance have been mentioned above.

To the south, at the eastern side of **Babldáob**, follow:

Pkul a tketâu[393] northern tip
Goiverakl (Mataáng)
Lmīl boat entrance across from Ngaregúr
Kiúied[394] reef and boat inlet
Meúngs
Metang boat inlet
Gúeg Entrance for smaller vessels. The History of Boi mentions a channel Ngatiúl near Ngatmél.

} the reef **a Itmágel** (φ 7˚ 47′).

Pkul a tketâu
Toágel komud boat inlet
Geteblekú »
Ptelúl Golkóng »
Ráel rametáog »
Pedúl
a Úgul a bad
Ptelúl a gar ra goséked
Gae begong boat inlet
Toágel biuel »

} the reef **Ngos** between Ngarekeklâu and Ngabiúl (φ 44′).

Toágel a gól boat inlet
Megemgúmel
Ged l pëdúvet
Duai
Gedérer
Ngespereg
Nggerél boat inlet

} the reef **Gongeságel** between Ngabiúl and a Gól (φ 40′).

aIdúgel across from Ngúrang
Vetúrang boat inlet
Toágel sung near Ngesúng
Ngedúp entrance between Galáp and Ngësáng
Bad r rer

} the reef **a Ivegebángel** (φ 35′).

Ged l bang near a Ulimáng
Ngerióbog inlet
Goingais near Keklâu
Ptelúl a gang at the bridge
end
Ngeregesâu inlet
} the reef **a Ivegebángel** (φ 35´).

Ngid larger entrance without harbor.
Ngebeku
Gobūd
Ngertáog
Gamgúmel
Pkul a dngér
Gológel
Bad ar deg inlet
Meraud
Gar entrance
Ngeridebáol[395] larger entrance
} the reef of **Ngivál** (φ 33—34´).

Ngamâi
Metéultoágel deep central entrance
Ngesegisau
Geréngel[396] inlet
} the **Ngamâi Bay** (φ 32´).

Ngarebád
Gengelekíl boat inlet.
A Úgul a bád
Guger near Melekéiok (at the bridge of Ngaragelúg).
A Ikerdéu in front of Ngërupesáng.
Ngatpáet large entrance (it.Kub.and Albatross).
A Idíms long reef across from Nggësár.
Metiúl
Ngámalagel large entrance (Amalákal Kub., Albatross Malakal).
Pdepídel reef inside of Ngamalagel.
Ngădngód near Goikúl (Altngot Kub., Alingot, earlier charts).
Ngătăgalábad entrance of Goikul (Albatross: Ngartabagalabat).
Gorakibad great southern entrance near Goikúl.
Goridekíl near Ngarduâis.
Ngarekedlúkl entrance of a Irâi (φ 21´).
Goiláol near the island of Ngkesíl.
Voeg eastern side of Toágel mid (Armijt toakl Kub.).
Ngaremegíug entrance into the » »

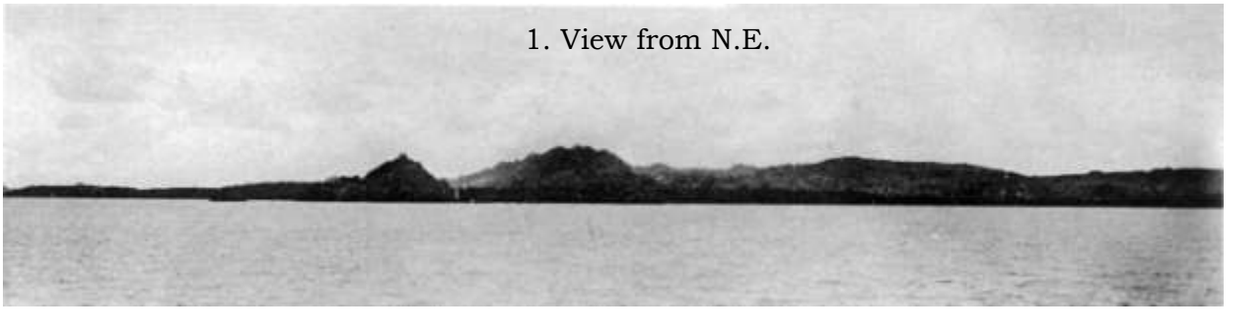
Bad l marekáng	western side of Toágel mid (Armijt toakl Kub.).	
Ngeseksâu	at the Ngaláp entrance (see chart 2, side plan).	
[a Úgel pelú	isolated ocean reef.]	
Ngarenggól	at the sandy beach of Ngarenggól (» »).	
Toágel ra Ngél	northern entrance.	Malágal harbor(φ 18´)
Ngederák	central reef	
Kesebŏkú	main southern entrance	
Mad I berâu	reef west of it	
Tabarákl		
Iikr uikúl	in front of the cape of Ngaremedíu.(Formerly the location of Goikúl.)	
Rael dil inlet.		
Ráel ielep		
a Úgul a gei		
Gogib	inlet.	
Nggesâu		
Togalél Gëikad lúkes	inlet (on chart 2 Sar: As mentioned on p. 201, the inlet splits into two channels, Toágel Pelau and Toagel lióu; taken together, these are also called Mototói, »The Many Inlets«.)	
Geikád lukes		
Demuleóu	inlet.	
Gudal		
Dénges (φ 6´)	great entrance.	
A Ikrél Ngëregóng		
Ngetbár Ngelmīl Metéulegâi a Úgul	The reef between the reef islands of Ngerugelptáng and Ngargersíul is recorded under the name of Ngelovil (*lovīl* , coral stones) in the History of the Destruction of Ngardolólok.	
Klsil	at the islandof Ngorungór (Pelíliou).	
Ngerikl		
Mogalngél		
Mesúped dumail		
Ngidopie	(see the beginning).	

With regard to this list, I would like to mention that I could not assert the correct location of all names, particularly since this would have been very difficult between the northern tip of Babldáob and Nggêiangel. The »Peiho« passed through these regions without stopping over.

I have entirely refrained from listing the names of the inland reefs, and the patch[397] and fringing reefs, etc.,

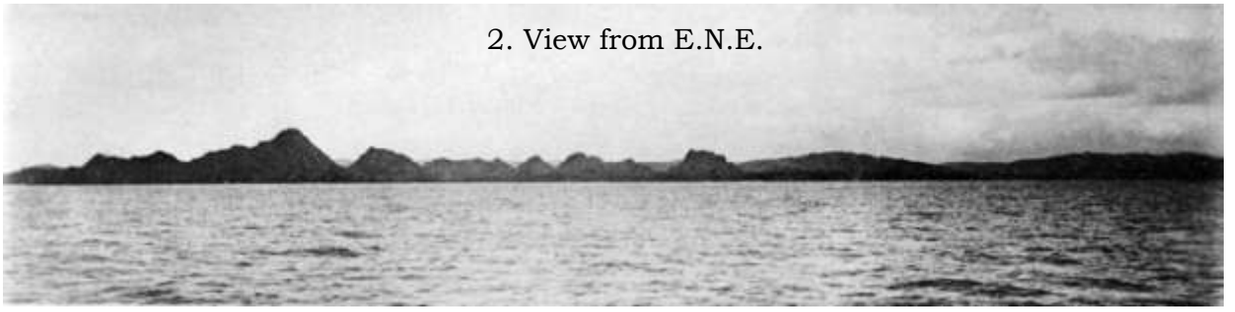
//Krämer, Palau, Vol. 1, Plate 10//.The Gogeál Ngarduâis and Ngarakedlúkl, (see chart 3, 20´—22´ lat.).

1. View from N.E.



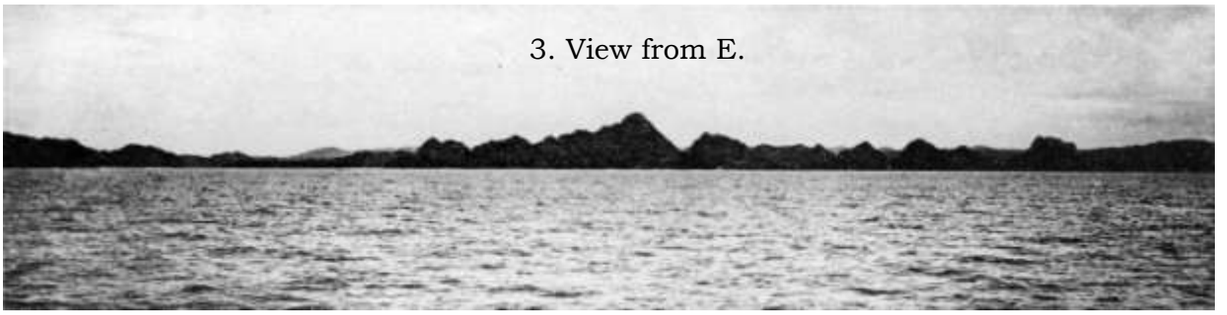
Ngarduais Island Ulengesagel Madala bai Golidil Babeldaob Rois Malkrabesek Village Ngasagang

2. View from E.N.E.



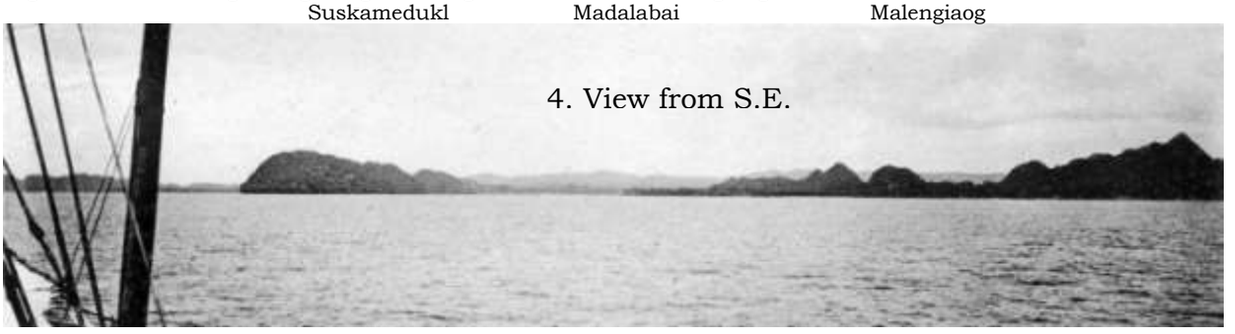
Ivongbitel Mount Ngermetingus Madalabai Semdiu Ulengesangel Malengiaong Tut. Golidil Babeldaob Rois Malkrabesek Village Nggasagang

3. View from E.



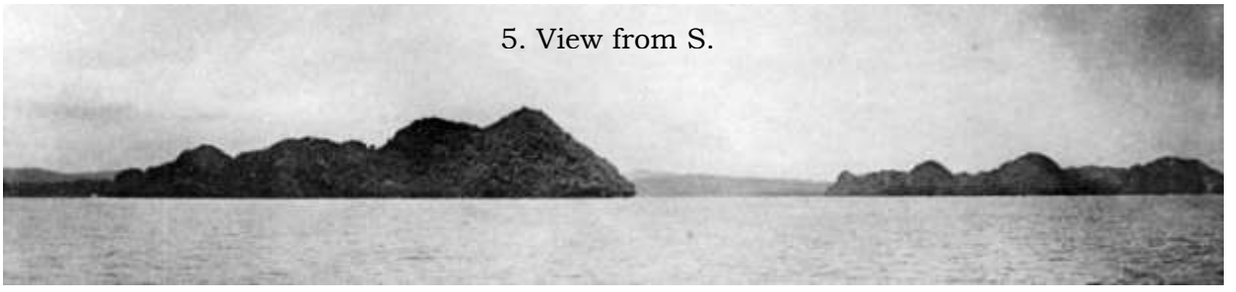
Ngarekedlukl Suskamedukl Pkulangis Ivongbitl Madalabai Ngaremetingus Semdiu Ulengesagel Tut Golidil Malengiaog

4. View from S.E.



Ngarekedlukl (N.E. side) Babeldaob Pkulangis Ivongbitl Ngaremetingus Madalabai
Bai Ugulangas (a Irai) Rois Suskamedukl

5. View from S.



Bai Ugulangas (a Irai) Ngarekedlukl (S.W. side) Babeldaob Pkul Ivongbitl Suskamedukl Ngaremetingus
Bay of a Irai a Rois
Cape Ngareklim

since a more precise surveywould be necessary, but is lacking for almost all reefs outside of the Malágal harbor.

Even though the general surveyof the archipelago is far from completed, **shipping** in the archipelago with the help of native pilots is not perilous, especially since depth of the main channel has been accurately charted by German warships (see Cartography). Even large vessels can enter from the east at 3 locations: through the Dénges entrance (φ 7° 6′ 30′′, see p. 200), the Kesebŏkú entrance to the Malágal harbor (see above, p. 123 and 203), and though the Toágel Mid (Ngarmid channel) (φ 20’), which is the widest leading to the Ngartagabëap[398]anchorage where one can anchor at the northern side of Goréor (fig. 16, p. 192).

Captain Mc Cluer in 1791 had practically demonstrated that the Sar entrance (φ 12′) can be used as well (see p. 119, fn. 3), but this was never verified later. Passing through it, I believe that it can be used by mid-sized ships. One can enter the western inland water through all entrances, and travel to the north, where, at its western coast, there is a nice anchorage in 20—40 m for large vessels. The Toágel Mlungúi at 32′ leads out to the west, but one can also reach the open ocean through the northern exit (Kavásak-Garáseg). Finally, it should be noted that on the eastern coast large vessels can travel through the Gorakibád entrance (φ 21′) inside of the reef 7 nm to the north and drop anchor, as has been demonstrated by the S.M.S. Albatross in 1885 (see Cartography and fig. 26). Kubary’s chart Iindicates, near a Ulong at the western side, an Endeavour passage, which Wilson’s History speaks of on p. 117 as well as on pp. 119 and 219 above. It is only a boat inlet at high tide. Details of navigation and seafaring are recorded in the Südsee-Handbuch des Reichsmarineamt (South Seas handbook of the Reichs Naval Office), part IV.—VI. »Die Karolinen, Marshallinseln und Marianen«, Berlin, 1913, pp. 49—59 (Litt. R. M. A. I). Finally, it should be mentioned that while I admittedly had some influence on the spelling of some of the names, I am not responsible for errors made in the geographical and historical part.

Another large bay has to be mentioned, which, if deep enough, would make a splendid and safe harbor, the Ngatpang bay, and also Uleul‘l, as the aIrâi bay in the south is called. It is reached by traveling through the Ngarakedlúkl entrance (φ 21′) (see fig. 18). A wide strait edged by heights, called Ngaremedú, leads to the former (see chart 3, side plan b). The entrance in front of the reeflagoon lies between the forested rock island Lild and the mountain Bad e gamelêi located across from it to the north. I recorded a depth of 27 m at this entrance. Farther to the east, I could not take any recordings but assume that the basin flattens out. The bay certainly has a future for smaller vessels since fresh water is available here through both of the rivers, and the gently sloping land offers Pelau’s best prospects for plantations on Pelau. To the southeast, it has an exit

towards the Nggasagáng bay beyond which larger ships can anchor in the inland water. From a Gatiroír (fig. 30) and from Sisngabáng at the northern side of the bay, one has a panoramic view of the Ngatpang cove.

The boat inlet in the inland water of the archipelago deserves mention. Its distinguishing



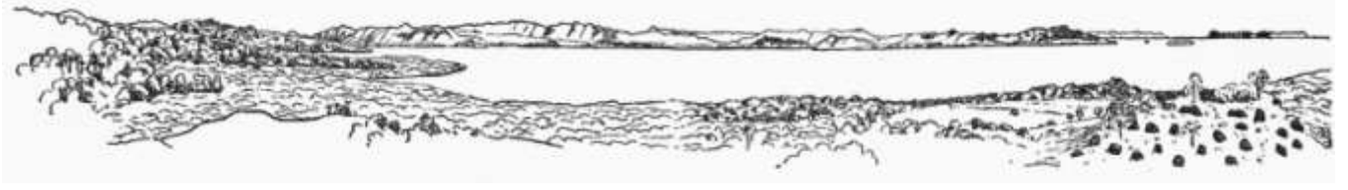
C. Pkul ngril Mound Gasau C. Pkulagasau C. a Usas B. Bad e gamelei J. Lild

Fig. 29a. View from the island a Ugul a marádel (φ 30´) to N-E.



J. Goreor J. Ngarekobasang G. a Ulong
D. Ngatpang Uleul'l B. Jouroro B. Klbael J. Golterukl
Creek Kloul taog E. Ngaremedu B. Sisngabang B. Ngaruak

Fig. 30. View from a Gatiroír (φ 31´) to the S.



G. Ngulokl J. Goreor J. Ngarekobasang J. G. a Ulong
B. C. Gogolologol Ngurur
Ked ra tund C (Mangle) Buk ra keanged
Bay of Ngarderar Ked Goubalang

Fig. 31. View from Bai a Iregerekêi in a Imūl (φ 26´) to the S.

feature is that, particularly in its northern part around Babldáob, the sea bed dries up during low tide. Traveling by boat from one place to another can only be done at high tide after mean sea level, at about the 6th hour, until the coast becomes dry once again at ebb tide mean sea level. Boats have been adapted to this by mounting contraptions

, i.e., small booms, for stacking poles, as is further elaborated in the section on boat building. At shallow water, a long boat, even if carrying only 2 men,is more easy and quickly moved by poling than by rowing. Once the deep water of the channels or reef entrances is reached, the poles are put aside and paddles are



J. Lild a Idu-dersang C. rsul? B. Rois- J. Gomeduaol C. Pkul a malk Jouroro J. J. Ilagauir u. C. Gomekrengukl J. Tanget ra medu Omrotel delaseg B. Goldauakl Place Klbaiel Double Mountains J.J. Goragel u- Gordilsau C. Gomogolugel J. Golterukl G. a Ulong E. Toi el keru

Fig. 29b. View from the island of a Ugul a marádel (φ 30´) to E-SW.



J. Ngaragebal ngeivog C. Pkurengel C. Pkurengesukl Gamliangel Bay Ngare- B. Rois D. a Imul B. Kuppe des Ngaruak (φ31´)

Fig. 32. View from mount Ked ra túnd to N.N.W (a Imelīk, see fig. 16a and b.)

used, although these are again replaced by poles once shallow water is reached. The southern part of the archipelago, where only deep water is found west of the limestone rocks, is quite different. Here, first and foremost, sailboats are used (see also Navigation). The people of Goreor,whomainly deal with Pelíliou, made themselves independent from the tides by building at the northern side of their island the 410 m long stone dockyard of Ngarekamâis, reaching up to the deep water and at the southern side the smaller one of Ngarbagéd, to which the government added the dockyard of Madalâi. On Babldáob, the stone yards of Melekéiok (formerly 2), Galáp, and Ngaregolóng serve the same purpose, except that they reach beyond the shore reef into the open sea so as to allow for unrestricted traffic with the island of Nggêiangel and the rest of the archipelago. Concerning the landing sites, consult houses; on the breakthrough, consult Góngolungel above, on pp. 194 and 204.

Caves should be recalledin the section on limestone mountains, given that the tuff stone-like Pelau land does not have any. By contrast, they are frequently found in the Gogeál. One of the

most beautiful and easy to reach is on the island of Ugeliúngs (chart 2, φ 19´ and side plan) which opens up to the east. Through a cavern as high as a house and topped with lopsided cone of debris, one enters into a yard that is open at the top (plate 7).

A similarcavern-like cave is located at the western side of Pkulapngêi (chart 2, φ 20´), some 100 m south of the Góngolungel passage. It was enough to be entered by boat, and its cavern is ca. 5 m high, 10 m wide and several meters deep. It is called a Īl debúsŏg, »Conch Trumpet Cave«. Across from it,
I eastern side, is the famous cave a Itumrúkŭl, which plays a very important role in the funeral legend of a



Fig. 33.The two islands as the northern tip of Babldáob, seen from SW.

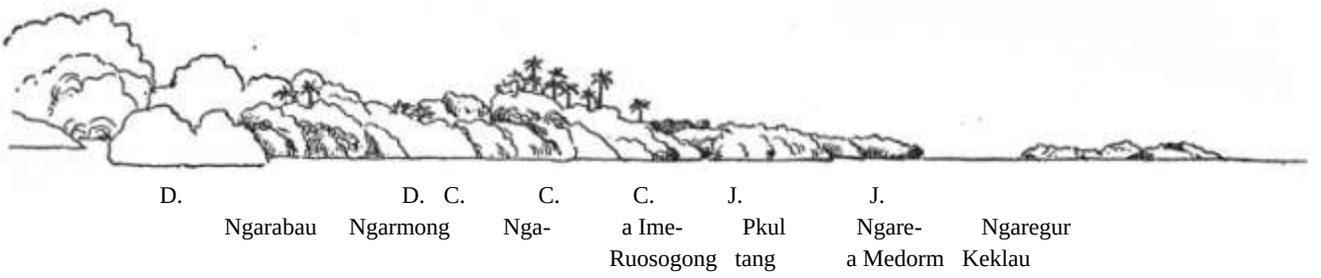


Fig. 34. View from the fishing hut on cape Pkulatáp ra Ngaregolóng to (φ 43´) N.W.

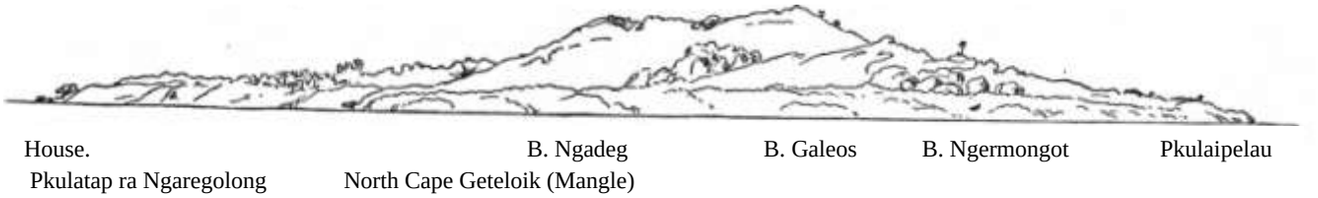


Fig. 35.The northern tip of Babeldaob Island seen from N.(Island Ngarekeklau)(φ 45´)

Irâi (see the History of the Ugelsúng). But I onlysmall, like most of the others[399] in which the dead were often buried. Excavations almost always produced bones and pottery shards. Wherever larger crevices are found in the limestone, one comes upon limestone sinter out of which the people of Yap who come to visit carve out their millstone-like Fé money stone wheels. On the island of Ngarakedlúkl, otherwise called Gor‘rak (p. 204), south of a Irâi, such »Yap Stone Money« are found high up in the mountains. In order to transport these wheels, which often have a diameter of more than 2 m and weigh several hundred pounds, to the shore, special sleighs are built from logs (see p. 205).

In 1910, I found an especially eye-catching Yap stone money at the eastern side of the Malágal port near the three-island bay (see chart 2, side plan, where Yap Stone Money is written, and plate 9). There the people of Yap had built themselves a house, where they stayed. A few steps from the house, between steeply forested walls, was an inland lake (plate 9). At the eastern and northern side of the lake, near the wall, were shops where work was done on the wheel stones for many months. Since I had no luck in Yap buying a large stone for the museum in Hamburg, I tried to get hold of a piece of money of more than 2 m in diameter here. I promised the master workman 500 silver marks in cash if he would bring the stone to me on a bamboo raft alongside the »Peiho«. I waited in vain. Sometime later, when the steamship »Germania« touched at the Malágal port on the way to Yap,

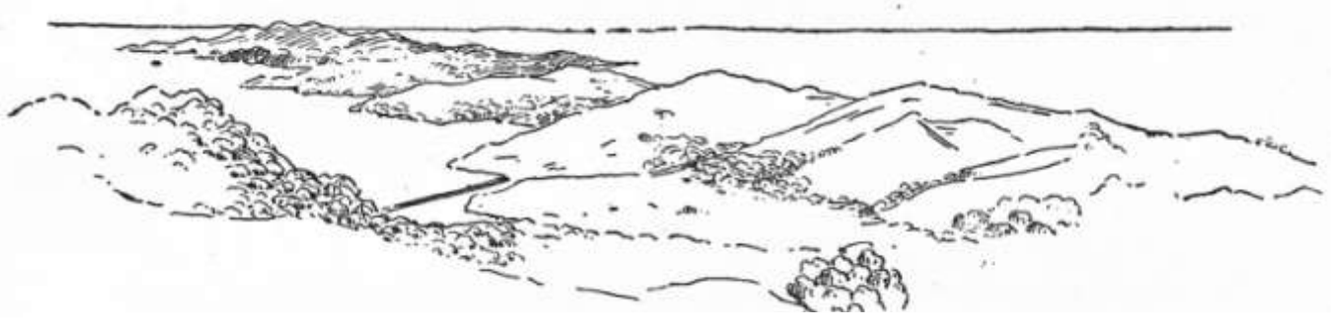


Fig. 36. View from the Ngamedú Mountain (φ 38.5′) to the N.



Fig. 37. View from the Roisingáng Mountain (φ 38′) to the North.

some dozens of stones were brought alongside the ship for loading. Back then, the Yap chiefs were still greedy for these odd giant stone money. This much about the limestone rocks and coral reefs; but now the

Its central region has already been sketched earlier. Particulars on the individual districts are found in Part III. Krämer's Diar, p. 166, and the section on cartography deals with the peculiar northern peninsula. The early discovered islands at the northern tip, Ngaregúr and Ngarekeklâu, have already been mentioned on pp. 85 and 128 in the History of the Discovery (figs. 33 and 34), whereas the necks of Babldáob at a Gól, Ngarblūd, and Ngabúked are treated on pp. 165 and 166 (see likewise Kr. II, p. 183). Yet its most important expansion is on the large island of Babldáob which, except for minor limestone deposits (see p. 195 above) in the south,
consists entirely of volcanic material. It is once more referred to on chart 2. Throughout nearly the entire island, this material is composed of mixed colored tuff into which chunks of lava, varying from the size of a bean to the



Fig. 38.The peninsula of Ngél seen from Toi ra Liang

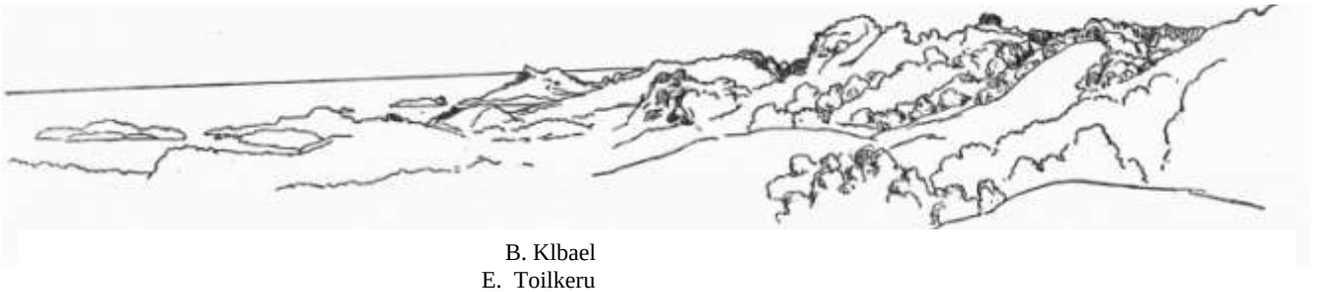


Fig. 39. View from the mountain a Lmūt (φ 27′) to the N. (see p. 232, fn. 1)

size of a coconut, are embedded. This rock appears in larger masses only in a few places, however, since either residual soil or forest cover most of the ground. The rock is laid bare especially at the eastern coast at Pkulabangikói and northwards (φ 7° 25′) (chart 3) at Cape Taprengësáng (φ 27′) near Melekéiok, where the coastal mountain Gomís shows the buildup; at the Pkulatáp 277onju (33′), the Pkulngësáng (39′), and at the Pkulatáp ra Ngaregolóng (φ 43′), at the western coast near Gólei (44′), at the beach, and on the inland at Cape Ngevíu (39′), at Pkulagalíd (36′), Pkulabád,

and southwards up to the entrance to a Imeúngs, at the outer islands of the Ngátpang entrance, Pkurengél (27´), and in the western part of Ngarekobasáng (21´). Naturallysmaller rock formations are found in some spotson the beach, as is shown on the special charts. The aforementioned locations, admittedly only at the height of a few meters, provide sufficient evidence. Among the mountains that show the bare steep rock are the »Mountain of Ngaramlungúi«, almost 200 m high, the a Gatiroír, and the Ngáruak (31´; see plate 6,$_4$). Southwest of it are several formations like the Sisngabáng and its surroundings at the northern side of the Ngatpang entrance, and the Krik of Ngaremeténgel close by, which, on its southern side, is



Fig. 40.The Gorágel rock from the south (φ 28.5´). Behind the island of Gorágel, the island of Golterúkl, nearby the Cape Gomógolúgel (chart 3 Gomolugel), also called Madálabai.

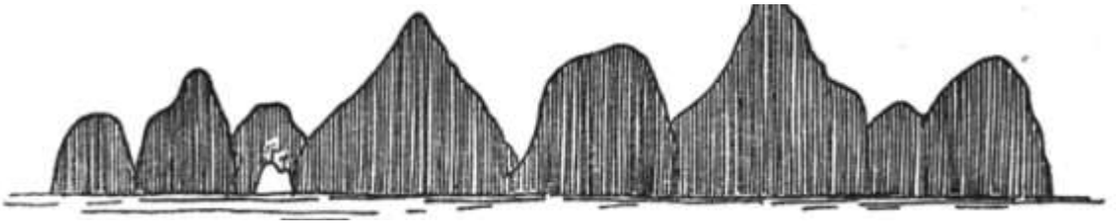


Fig. 41.Strongly eroded volcanic mountains behind Ngardebotár + φ 7° 28´.
View from the W. seen from a boat.

boundaried by a 20 m high vertical rock wall. The rock at the same latitude is overhung and exposed in the shape of a balcony at the waterfall Madál a Iegád near Ngardmâu (36´), and in a nearby riverbed which I described in 1907 (K. II., p. 182). Similarly peculiar is a barren field littered with large rocks below the Bai of a Imūl (26´) at the western coast (fig. 31). Everywhere the greenish tuff with its lava pieces baked into it can be found. To sum up, the volcanic islands across from the Gogeál are the following:

10. Babldáob, with its smaller islands Ngurutói in the east (29´), Ngaregúr and Ngarekeklâu[400] in the north (46´, see ills. 33 and 34), Nguruleáng[401] in the west (43´, fig. 36),

Ngamólei (34´), and the 14 islands in the Ngátpang entrance (30´, chart 3, side plan b) by the names of Ngesebókl, Ugul a marádel (6), Lild, Klei l búdŏg, Tangét ra medú, a Ilagauír (2), Goldauákl, and Gomeduáol. Ngarabekús and the Mangle island of Ngarásag lie in the Ngatpang bay. South of the entrance (29´) are Golterúkl, Gorágel, Gordīlsâu,[402] a Ilápsis, and Ngeīl (28´); even further to the south lie Gokerdūl (25´) (this small island is said to have a spring; see p. 134, fn. 2) and Ngaragebál, and, finally, in the very south, Gosegósu, Delépĕb ai, and ng Kesil'l (21´).

Lastly, some tiny islands in the mangroves should be mentioned: at the western coast Bungungâu le gútŭm (22´), and at the eastern coast Klóu and Kekerél Doremëgól (37´, fig. 47).

2. Goréŏr, with the islands of Ngátmĕdug and Ngarkebúiŭt in the north (both of which are composed of lava and carry limestone blocks) and the split off pseudo-islands of Ngaregelngáel (19½´) and Risóng (18´) in the south (see chart 2, side plan).

3. Malágal at the Malágal port (see chart 2).

4. Ngarekobasáng, with Ngurúr and Ngardís (see chart 2 and plan, Part III).

A more detailed description follows in the political enumeration (Part III).

In addition, it has to be emphasized that in contrast with the Pelau land, the Gogeál, generally, feature steeply rugged formations, while the volcanic land is mostly leveled out and gently hilly. Viewing the photographs of Ngarduâis (plate 10), where the rolling hills of South Babldáob with the Rois malk ra bések can be seen to the right (in the west), one can easily spot the difference. Admittedly, rough mountain formations can also be found in the region of Pelau, oddly enough, precisely at the western coast—namely in the southwest, west, and north of the Ngatpang basin, where rugged upland is found from the Tóirois, the »Passage Mountain« next to Gámliangel with its »acorn« shaped top (see fig. 38) to the Ngatpang entrance, which the Palauans call Ngarabiúl, a kind of »Pelau Switzerland«. One might recall the mountain formations behind the abandoned village called Ngardebotár (fig. 41) in order to understand that volcanic rock can occur in other than undulating forms. Moreover, to the north of the Ngatpang basin are Mount Sisngabáng, the Krik of Ngaremeténgel, and the twin-mountain of Ngaramlungúi (fig. 42), the prominent Ngáruak cliff which has already been mentioned above. Further north and east, milder forms are once again the order of the day. Note the mountains at the eastern coast, the Malkrabések in the south, the mountains of Ngarsúl and Keklâu (fig. 43 and 44), and the hills of Ngaregolóng (fig. 35) in the very north.

Not much is known about the **volcanic Pelau rocks**. In the Journ. Mus. God., vol. VIII, p. 123 (1875) (»Zur geologischen Kenntnis der Palauinseln (Zoological Knowledge of the Palau Islands)«), A. Wichmann examined and reviewed the samples collected by Kubary.

Where they came from is not known. The thin sections showed »that this mineral is very similar to basalt«. »The main component of the conglomerate is feldspar, which occurs either as sanidine or as plagioclase«. »Next to feldspar, the main component of this rock is augite.« Magnetite occurs only in sparse crystals. »If, as indeed cannot be denied, this mineral in some respects is closely related to basalt, it is also true there it shows such considerable differences from basalt that it may be more practical to affiliate the volcanic rock of the Palau islands with a different type of rock, namely the augite andesite«. »Since the eruption of the augite andesite of the islands of Palau was submarine in nature, it must be linked to the tuff formations. Indeed, with regard to their arrangements, these tuff rocks assumed such huge dimensions that only the tops of the mountains reach out of the tuff mantle. In a few places, even those are covered in tuff.« »The tuff stone on islands just mentioned is covered with shallow layers of heavily ferriferous clay«.

One can tell that Wichmann's depiction is essentially consistent with my own observations. My only objection is that the »summits of the mountains« are also made up of the very same tuff mass.

The botanist Volkens, in his short visit to Palau in 1900, collected on the elevation of central Goréor (Korror) a rock sample that E. Kaiser, on p. 113, described as a dark porphyritic mineral, that is to say, as a hypersthenes-andesite, due to its plagioclase plates and augite columns. Plate 9 nicely shows the zoning of the plagioclase.

The rock samples I brought along in 1907 (Kr. II, p. 180) were examined and microscopically classified in the Berliner geologischen Landesanstalt by the State Biologist Dr. Klautzsch. I received the following results by letter:

Mount Ngamedú	: brown earthy laterite.
» a Gatiroír	: pyroxene andesite with chalcedony almonds and weathered tuff.
Chain of hills east of a Imeúngs	: yellowish translucent siliceous sinter.
Cape Galáp (Pkulngësáng)	: pyroxene andesite with chalcedony almonds.
Mount Galeós	: pyroxene andesite.

During my later visits in 1909 and 1910, I did not find any mineral that gave any impression different from those named above.Again and again, the rock was a greenish tuff with smaller and larger pieces of lava baked into it. Such was the rock on the highest mountain a Gatiroír, and also on the slightly lower Mount Ngarsúl; I found a 2 m large breccia-like rock. Although Semper (II., p. 83) speaks occasionally of trachyte minerals,

this opinion remains unsubstantiated. Wichmann's information (l. c. p. 125), however, seemingly to contradicts. He writes:

»Two minerals occur at the eastern coast of the island of Babeltaob that deserve to be mentioned. The first lies bare at the eastern shore of the district of Ngiwal, and is a zoogenic breccia, composed for the most part of remnants of small marine creatures, namely foraminifera and clam shells. The individual species that are microscopically observable are joined by lime mortar. Furthermore, formations and lumps of augite are found in this breccia, no doubt originating from adjacent tuff layers. The rock is clearly layered and displays differently colored zones.

The other mineral that deserves mention here is found only at the eastern shore and lies beneath the breccia. It is found at first as individual pieces which become more common towards the south; then the mineral surfaces as a layer that once again disappears in the south. Regarding its external characteristics, it is of greenish grayish appearance, rather brittle, and clearly stratified.«

In Wichmann's opinion, it cannot be identified as any known mineral. But I believe either of them to be recent formations, similar to that of the shore cliffs. Although I was often in Ngival, I did not see them myself.

Likewise, I did not observe the other »cylindrical syenite granite rocks of different sizes« described by Wichmann.

»Until now, the same seem to be found on the sea bed, since pieces of this mineral are regularly washed ashore.« Sure enough, in Yap, I saw the beach littered with these cylindrical pieces, which were discarded by ships as spare ballast. I assume the same is true for those on Pelau.

Since Wichmann continues to tell that this debris is also found in the center of islands (Malakal) at a height of ca. 400 m, I have to state that I arranged for the ca. 100 m high mountain to be searched by the trained geographer of the expedition, Dr. Hambruch, but he could not find any traces of this type of granite on the mountain.

In and of itself, however, the existence of such deposits is not impossible since crystalline slate is found on Yap (K. II, p. 176).

Finally, I would like to mention that Wichmann also tells of the existence of an old melaphyr almond stone in the form of cylindrical rocks on the island of Babldáob. Since the magnificent almond stone formation was said to be interspersed with small bean-sized quartz almonds, the piece was afforded the honor of being kept in the house of the king. This is confirmed by my chalcedony almond finds. As homogeneous as Palau is in terms of petrography, an expert might be able to find more. This will, however, remain an open question. Up the present,in addition to the elevated coral limestone, only alkaline uniform tuff stone is known.

Further mention must be made of the red and yellow **soil** that is used for paint, as well as of the

clayused for pottery. The former is frequently observed as agate-like stripes with changing yellow and red shades in the island's interior, at the place where the red Ked Mountains (see under flora) are laid bare. Beautiful examples are particularly found in the west of Melekéiok. Fifteen minutes to the east of a Imeúngs, a small summit is covered with a layer of clay a few mm thick that is permeated with black mica-like veins. The agate-banded clay displays all colors of the spectrum: crimson, cerise, cinnabar, yellow, blue, lilac, etc. Often the light-yellow soil contains almost translucent sinter pieces which, as might be expected, gave rise to the counterfeiting of the yellow pearl money, the *br'rak* pieces, although these pieces are seldom found in a size and state of perfection that would allow the deception to last more than a few moments. The red rich soil *gorīg* is used as paint for boats, wooden bowls, and the Bai ornaments,whilethe yellow soil *gedú* serves to accentuate the images of these ornaments. Something thatdeserves further mention is the **clay** found to the north, at the Goikúl along the route to Nggasagáng, in recesses less than 1—2 feet under the Ked plain, as well as the white clay, *gasagáem*, in Ngatpang; pottery is diligently practiced in both places (see Part V). Finally, it must be recalled that **coal**was once believed to have been discovered on Pelau, as is mentioned in the History of the Discovery [of Palau] on p. 156. However, it turned out to be a few small banks of a bitumen-bearing black soil at the northern tip of the landing site of a Irâi. The Pelauans call this soil *deldálag*, and it is used to blacken their teeth (see Part V).

As for basalt, Semper II.writes on p. 82: »Every so often, lava flows emerge from the red clay, which always appears to be of a basaltic type, and is found especially at the eastern shore between Aural and Rallap«. Between Ulimáng and Galáp lies the Pkulngësang, about which I have just reported on a different matter. I myself did not observe lava flows on Pelau. I saw the hexagonal basalt columns in Ngarameskáng and in Gólei, but always detached and loose. I could not determine their origin, however. I assume that such columns are found on the 3 mountains of Ngarbagéd rengúl (30´) south of Ngarameskáng.

In the past, the **height of the mountains** of Pelau was often exaggerated. Kubary's estimates remained authoritative for a long time. He says (Kub. I, p. 32):

»The highest summit of Baobltaop is the Royoß Aremolunguj on the western side in the district of Aremolunguj, located near the Atpang Bay. From this elevation, I could clearly see Kajangle; thus, it has to be more than 2000 feet high.«

Kubary climbed the mountain probably in April of 1872.

During a reconnaissance trip inside of the reef which I undertook on board the S.M.S. »Planet« along the western coast of Babldáob on the 23rd of April 1907, the claim was made that the mountain is 600 m high. I contested that strongly and argued for a much lesser height. Despite being warned of the dangers of an ascent,

I attempted to climb the mountain along with my wife on June 8, 1907.[403]We made the ascent without much difficulty, and the height, as measured with the aneroid, turned out to be 195 m. This height refers to the a Gatiroír, since the Rois mlungúi is made up of this higher dome-shaped summit to the east and the rugged, Ngáruak, perhaps 25 m lower, whose precipitous rock massif to the south gives the mountain a striking appearance (Plate 6 and fig. 42.).

Semper writes on p. 268 of his book that, in order not to delay the departure (from a Imeúngs), he abandoned the plan to »ascend the highest and easily reachable mountain of the island.«

As a matter of fact, when seen from the head of the stone path Gamráeg in a Imeungs, the mountain range, despite its low height, appears magnificently huge since a 20 m deep valley lies between it. The entire mountain is wooded, with bare surfaces at its southern precipices. Kubary likewise overestimated the heights of some other mountains. For example, Mount Malágal he estimated at 400 m[404] although it is not higher than 100



Figure 42. The Twin mountain from Ngaramlunguii, Rois mlungui, seen from Pkulagalid (36')

m. Likewise, Volkens estimate the height of the island of Goréor as 150 m,[405] but this is about twice its actual height.

In 1907 and 1910, I took measurements with an aneroid made by Bohne-Berlin (Holosteric Barometer Nr. 1925).

The readings were computed by Prof. Dr. Tetens in Lindenberg near Beeskow, and are rounded off as follows:

(Chart 3)		M.		View on Fig.	Page
φ 45′	Mount Galeós, northern tip of Babldáob	110	(1907)	—	
»	» Ngádek	105	»	—	
φ 42′	The elevation of Mangal‘láng	45	»	—	
φ 39′	Mount Ngamedú (near Ngabúked)	130	»	36	229
φ 38′	» Roisingáng (south of Ngabúked	135 (?)		37	229

(Chart		M.		View on	Page
φ 32′	Mount a Iduderóng (Ked mountain north of				
φ 36′	» Bad a gadéng (near Ngardmâu)	140	1907	—	
φ 31′	» a Gatiroír (south of a Imeúngs)	195	(1907)	30	226
φ 30′	» a Kdegútĕl (east of »)	80	»	—	
»	» (water shed (» »)	120	»	—	
φ 32′	» Kengól (near the Ngardók lake, located				
φ 30′	The altitude of the Bai a Ikerd ëu in Melekéiok	45	»	—	
φ 29′	Mount Kotkol hört<?> Nggësár	90	»	—	
»	» Golálagos and Gomgāde (to the west				
φ 26′	» of Ngarsúl	185	(1910)	—	
φ 26′	Bai Merόng (eastern coast of Ngarsúl)	130	(1910)	—	
»	» Ngartóged (» »)	55	»	—	
»	» ra Idmágel (» »)	125	»	—	
»	» Ngarekeâi (western coast)	120	»	—	
φ 23′	Mount Ked ra túnd (above Ngatkip)	80	»	16 a b and 32	192 and 227
φ 21′	» Ketúnd and Ngarekobasáng	80	»	—	

The elevation numbers do not lay claim to be accurate, for which reason they were rounded off. But even if they were about 10—20 m too high (or too low), they would still provide a much better picture of the mountains of Pelau than the previous sporadic and exaggerated estimates.

Special mention should be given to the very peculiar **stepped mountains** called *delū siáog*,[406] about which I reported earlier on the Ngamedú in some detail (Kr. II, <p?>. 182, plate 11,$_1$). The upper part of the 130 m high mountain, built up of red loess and covered with small shrubbery and grass, has 6 terraces. The dimensions of the horizontal surfaces, which encompass nearlythe entire roundish mountain, to the vertical ones that fall away at a tilt of 45—60˚, i.e., not totally vertical, are as follows:

10 m wide	4 m high
10 » »	10 » »
8 » »	4 » »
5 » »	7 » »
15 » »	8 » »

The topmost summit surface is 12 meters square, and features at its center an 8 to 18 m deep rectangular depression similar in size to that of a house.

Since houses of sorcerers, the so-called Galid houses, are found on many mountains on Pelau, as, for example, on the Galeós in the north of Babldáobs (fig. 35), the Ngulítel[407] at the eastern coast near Keklâu (fig. 43), the sacred forested mountain Ngeráod[408] north of a Irâi, etc., it is easy to assumethat this depression is a human excavation for such a house or a taro plantation. I also found this type of *tolkngél* mountain top, as it is called by the Pelauans, on other loess terrace mountains, such as the single-layered, ca. 8 m high, square, and 45˚ slanting hill ½ hour east of a Imeúngs. On the top is a square pit, 60 cm deep, holding 30 cm of water. A few steps to the south lies another similar



M. Ngelúkes | M. Kerdëu | D. Keklâu | M. Ngulítel

Fig. 43. Mountains behind Keklâu seen from a boat from the E.(φ 36´).



toward E. Ngarsúl | M. Rois r súl | M. Gelabagíp

Fig. 44.Mountains behind Ngarsúl seen from a boat from the E (φ 26´).

hill, the famous a Ugulabūg, which according to legend, sprouted out of its *tolkngél* the growing Areca palm that reaches out to heaven.

This kind of pudding hill is a very frequent occurrence on Pelau (see, for example, Mount Keklâu and Ngatpang, Part III).

Especially beautiful are the stump cone-shaped mountains, visible over a long distance, of the abandoned village of a Uluáng in the south of a Imeúngs, en route to Ngaremeténgel at the western foot of Mount Ngáruak.

There is also the Ngaramelīk terrace mountain in the south of Gámliangel, the hill of which *(bukl)* catches the eye while one is traveling along the west coast (fig. 45).

The natives deny thatthey have influenced the shape of these mountains; they are the remnants of a great deluge that settled in layers. I remember having seen a similar formation on a hiking tour on the eastern coast of New Mecklenburg,

/but which I was unable to visit for lack of time. I believe that the volcanic formation of the stepped mountains is beyond dispute. The material presented here shows that the mountains of Palau are quite sparse; likewise, their **irrigation** is modest. I already mentioned in the above discussion on geographic location that two mountain chains, almost parallel to one another, the Goirúl and the Ibars chains,[409] are found in the northern part of the island in which, stretching from WNW to ESE, they form



M. Stepped Mount Ngaramelīk — Mangle forest with the Creek — M. Rois i búiel

Fig. 45.The stepped mountain Ngaramelīk near Gámliangel, seen from the north.



C. Ulugol — B. Ngamedu — Goirul-Kette — C. Pkulagelid

Landenge von a Gol — B. Roisingang — C. Ngarongo r — C. Pkuladudes

Houses for workers during the breakthrough in 1907

Fig. 46. View from Mount a Rénged (φ 42´) to the S.

a northern and a southern part of the island. The basin between the two parts ends in the east near the Ngamâi bay and in the west at the bay of Ngaramásăg. Rivulets enter into both bays, with the east one going by the name of Ngarebokú, which, according to Kubary,[410] is said to be the »Mother of all Rivers«. This region, at one time richly populated, is now deserted and is considered the least known of all the islands. The Goirul chain

fades away eastwards into the lower rock cape of Ngivál, Pkulatáp 287onju; in the west the impressive crest ends in the Pkulagalíd, the »Devil's Cape«, which is visible even from afar.[411] Also, the Dibars range in the west ends in the lower »Stone Cape« Pkulabád, while in the east, a 20—30 m high range of hills turns southwards. Near Melekéiok, it approaches and follows the coast southwards until it reaches the mountain of Nggësár which is ca. 100 m at its maximum height. The range ends east of Ngarsúl (φ 26´). Parallel and to the west of it runs a second low range of hills, which presumably originates from the Ibars chain. Between both hill ranges, from north to south, runs the Ngdórok river. It is merely a creek because wherever the riverbed is not widened in the shapeof a spindle, one can easily jump over it.

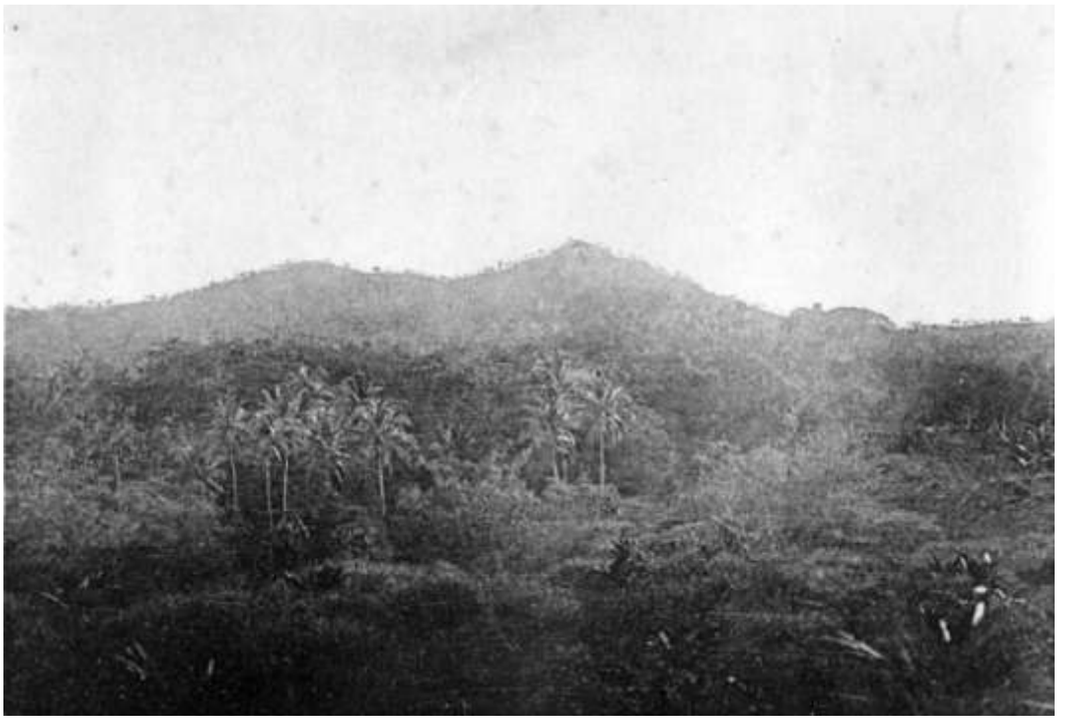
Its expansion, however, and its long Creek at the estuary, and, but especially its considerable length of almost



Fig. 47. View from the hill Ngarapngêi (west of Keklâu φ 36.5´) to the N.

10 km, give it a rather impressive appearance, although it is certainly not an »ever more raging stream« (Kub. I, p. 24)! Among its widenings, **LakeNgardók**, the only freshwater lake of Pelau, takes pride of place. It was already known to government officials[412] before my arrival in 1907. Kubary visited it first on March 7, 1872 (see p. 145) and for the second time in mid-June with the purpose of going fishing (p. 163?).

I visited the lake for the first time on May 4, 1907 (see Krämer's Diar). It is reached by trekking for 1½ hours over hilly ground from Melekéiok. Just before descending, one can climb up a small hill, the 60 m high Ked mountain Kengól, from where one has a beautiful view of the lake that is partially surrounded by forest (plate 11). The lake itself is located 25 m above the nearby ocean, separated by a hill rise from the Ngamâi bay. I have already shown the shape of the lake and its depths (Kr. II, chart 10); it is roughly 1 km long, in the east 400 m wide and 4 m[413] deep, and becomes increasingly smaller and shallower toward WNW.



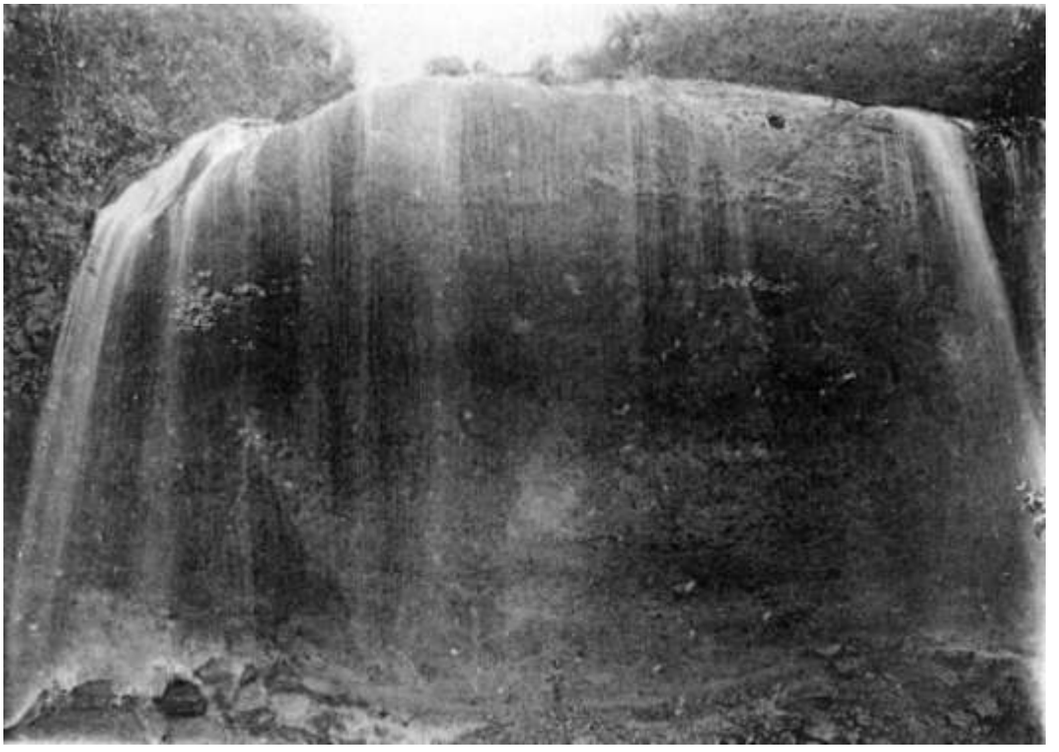
1. Roisingang and the terrace mountain Ngamedú seen from N. E. (chart 3, lat. 39´).



2. Lake Ngardók seen from Mount Kengól (from the E.).



3. Lake Ngardók seen from its eastern end (chart 3, lat. 32′).



4. The waterfall Madál a Jegád (chart 3, lat. 36′), and
below. a Palauan.

Into it flows a small forest brook which the natives allegedly call Golobágel, and which I had some trouble finding during my visit. Like all torrential breakthroughs, the outlet has the strength of a poured-out bucket, and as such is called *beríper*.

Pelau has a single lake and only one waterfall. A description of it is found below (see Kr. II, p. 182). A tributary of the river a Díd, which opens near Gurdmâu (chart 3, φ 36´) into the western coast, plummets over a 25 m high pulpit rock of 30 m in width shortly before its confluence.This is certainly a magnificent sight if the river has an abundance of water. I discovered this scenic beauty on June 6, 1907 after I climbed the nearby 140 m high Mount Bad a gadéng, »Shark Rock«,[414] which allows for a good view of the nearby Goirúl range.[415] From there one descends eastwards through woodland and reaches the 25 m wide

torrent bed a Iveltáng, that slopes to the north. This riverbed is made up of rocky subsoil and during the rainy

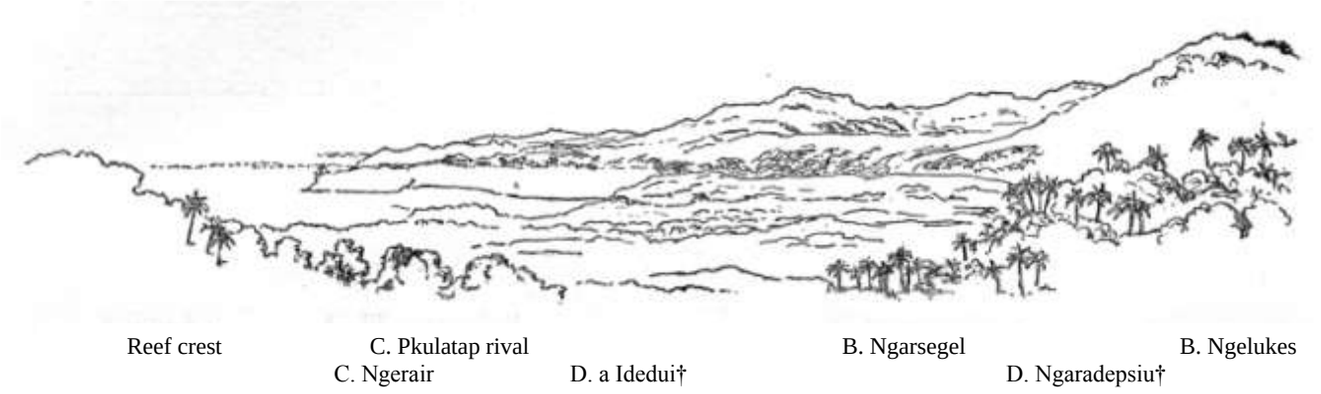


Fig. 48. View from the hill Ngarapngêi (west of Keklâu, φ 36.5´) to the S.

season, carries powerful flushes of water downstream into the valley. At the bottom, the creek turns to the west, at which point a rivulet flows in from the north to form the peculiar waterfall which the natives call Madál a iegád, »His Eye of Iegád«. The photographthat I took offers a better description than words can do (see plate 11,4). The foot of the fall is located at an altitude of not more than 15 m, since the river a Did, deeply buried in the red forest soil, leisurely meanders westwards for several meters in the shadow of the trees. The waterfall may not be more than 3 km away from the village of Gurdmâu, but since no path existed and the deeply carved-in river had to be crossed several times, my return took more than one hour.

Of all the other rivers, only the Kloultáog and the Tabágading deserve mention, both of which discharge into the Ngatpang basin. Only the former could be designated a large (*klou*) Creek (*táog*). Just as a long Creek leads through the mangrove belt from there to the village of Ngatpang, in the northern Kloul táog one can travel up to the Ngarsúl river by boat until one reaches a relatively small rivulet. Since the land north of the Ngatpang basin is quite flat,

thestreamthat has to be crossed on the journey through the island from a Imeúngs to Melekéiok, runs deep through the jungle, like the a Did that has been described at Ngardmâu. It apparently originates from the southern slope of the Goirúl chain. In contrast, the southern Tabágading is the only stream on Palau that deserves to be called a river. At the point where it is crossed on the way from Ngátpang to Ngarekeâi, it is roughly 10 m wide and calf-deep, which is quite similar to the river Enz in Wildbad. The water is clear and flows rather rapidly. It originates from the woodland south of Ngátpang. Perhaps the Ngarebokú river that flows into the Ngamâi Bay is of the same size, but I could only see its lowest part. In addition, small brooks are found near Golei, a Imeúngs Ngaremeténgel, and Gámliangel at the western coast, and in the E and S near a Gól, a Ulimáng, Ngarâus, Ngurusár, etc. (see the village maps, Part III).

I have no knowledge of **springs** in the true sense of the word. Most of the time, those are trickles with the width of a thread, or at most a little finger, that form a waterhole, such as in Melekéiok (see Part III), Galáp, Goréor, Ngaragelngáel (see p. 191), Malágal, Ngëbúiet near Ngátpang, the island of Gokerdūl (p. 134), etc. Catch basins are the *291onju*swimming ponds. The limestone terrain is as good as waterless.

Flora. (Fauna, Part VIII.)

Up to now, next to nothing is known about the flora of the Palau Islands. The explorers of the Caroline Islands Kotzebue, Duperrey, and Finsch, and the ships »Gazelle«, »Challenger«, etc., did not visit Palau, and Semper and Kubary do not seem to have collected samples of flora. Only through Captain Tetens did collections of plants come to Hamburg. Ferns, in their 42 genera and 23 species, were among the best represented. They were described by Dr. Chr. Luerssen (see Litt.). Not many phanerogamia were among the plants, and some of those were badly preserved no longer classifiable.

Likewise, Prof. Dr. G. Volkens of the Berliner botanischen Institut in Dahlem, while on his botanical expeditions, could only pay a very short visit to the Palau Islands in 1900. He explored Yap more thoroughly for a period of 7 months. In his »Vegetation der Carolinen«,[416] he dedicated 2 pages (422—423) of his introduction to our archipelago. The following excerpt shall be presented here: »I have not seen any other types of wood than those on Yap, the vegetation of which I will describe in detail. I believe that the trees of the cultivated land of Palau generally grow taller and stronger; this is especially true of the Serianthes grandiflora Benth, a leguminosae, the wood of which the Palauans continue to use for their widely famous canoes, and which reaches dimensions here that are nowhere near reached on Yap.« Even if Volkens continues to deem the soil of Palau as fertile by basing his assertion on the testimony of the missionaries, whose cocoa trees bore fruit after two years, I have to point out that the coconut trees of the station head on West

Korror still look shrub-like at an age at which on the Caroline Islands they would have already yielded fruit and developed a stem, and that in 1910 no plantations of foreigners existed at all on Palau (see above, pp. 155—157). The entire land of Pelau, i.e., all volcanic land, has woodlands interspersed with smaller and larger **barren spots** which the Palauans call ***Ked*** and on which the brake fern pteris[417] dominates. Next to it are numerous grasses that are probably identical with those listed by Volkens on p. 445. For Yap, he mentions the peculiar occurrence of the pitcher plant nepenthes phyllamphora Wild in smaller degenerated forms as a climbing plant on the heath, and in shadowy richer spots »which as [a] shrub reaches many meters in height, [the] pitchers of which reach the length of a hand and secrete water in such large amounts that larger insects and even lizards drown in it.«

The same holds true for Pelau. On the elevation of Goréor, for example, the nepenthes form larger meadows. While resting on the grass, one can play nicely with the pitchers in which, if they hold water, one will always find dead insects. Besides brakes *(gaitóug)* and nepenthes *(melīk)*, *ked* fields often have melastoma shrubbery, melastoma polyanthum Bl. *(matakúi, mesekúi)*, the widespread pink flowering orchid spathoglottis *(lisél a bëap)*, the blue lily dianella ensifolia Red *(gobesós)*, and the blue thistle-like oldenlandia *(urímĕg)*. Also, a small cassia — cassia mimăsóides L. *(ukelél a gadíp)* — is frequently seen here and there alongside a morinda — morinda citrifolia L. *(ngél)* — both of which grow modestly on the savannah. Of the smaller herbs, I can especially remember the 2—3 mm large pink and white snapdragons of salomonia cantoniensis Lou *(ourderódŏg)*, the small kidney-shaped jagged fruits of which yield an antiseptic sap. Numerous other sub-herbs and grasses go unmentioned since these are not prominent. By contrast, the free standing tree which dominates the landscape everywhere, and solitary squarrose tree pandanus tectorius *(bekū)* should be mentioned first (see plate $6_{,4}$) along with a thin bamboo *(bevëgel)*, which covers the *ked* spots in large quantities, especially on the island of Ngarekobasáng (see Botan. Index, Part VIII.).

Apart from these savannah, the land is covered with **forest** which, however, only reaches a medium height, and is similar on Gogeál and the land of Pelau.[418] Of most interest is its distribution on the volcanic Pelau land, since the Gogeals, without exception, are covered with forests and have no barren spots. At places with low shrubbery, grasses normally protrude characteristically (see plate 13). The forest is distributed in the following way (see chart 2):

1. Malágal has only one area of forest cover on its mountain.

2. In Ngarekobaság, forest is found only on the Rois Kobaság and the Rois Desómel, i.e., at the SW and the NW cape; the eastern part of the island is barren land.

3. The surface of Goréor is almost entirely ked. Only at Mount Ngeiánges and towards Ngariélep is the slope forested, as well as at its eastern edge where limestone has accumulated.

4. Ngaragelngáel and probably also Risóng on Ulupságel have no forests.

5. Babldáob has more forest areas than barren spots. All is *ked* at the southern ridge of Mount Ked 293onjuga up to Rois malk ra bések at Goikúl, because of which one has a good view from both mountains. From Ked 293onjuga, one can see the densely wooded mountain range of a Imelīk to the north, where I spotted only some wasteland below the village of a Imūl.

To the north of Ngarekeâi-a Imīg, at the coast, much *ked* is found. The wastes reach beyond the barren terrace mountain Ngaramelīk to the mountain of Gámliangel, which itself is forested, while only the slopes of the Tóirois and the a Lmūt, located further to the west, are covered by forest. Except for the Rois búiel at the Gámliangel bay (fig. 38), almost all mountains west of the peninsula of Cape Pkurengél are treeless. But the Gámliangel mountain range to the north, up to the entrance to the Ngátpang bay, the Ngaremedū channel, is distinctly woodland, although many barren areas can also be seen here on the western slopes. Similarly, the entire interior of the southern part of Babldáob up until the eastern coast is forest. A few spots, however, remain barren, such as Rois Malk ra bések, located near Goikúl, and the connecting hills to the north that reach up to the bay of Nggasagáng. Numerous bare spots are found in the north at the Ngdórok river. The entire beach up toMelekéiok and further to the Ngamâi bay, especially the mountains of Ngarsúl, Nggësár, etc., are covered with forest, but further inland one finds expanses of waste areas, in particular on the elevations behind Ngarevíkl, Ngërupesáng, and Melekéiok up to Lake Ngardók.

Melekéiok, across from the western coast, has much wastelands, such as, for example, the Sisngabáng mountain and the surrounding area at the northern side of the Ngatpang entrance Ngaremedū does not have any trees. Consequently, the village of Nggamaséd, located there, is a strangely dreary place.

The hills south and north of a Imeúngs, the old layered village square of a Uluáng and the surrounding area of the a Iduderóng are covered with Ked flora. Only the large twin-mountain of Mlungui, the a Gatiroír, and Ngáruak are largely forested. The northern part of the wide Babldáob and its interior are once again densely covered with trees.

Also, individual bare mountains come into sight here, like the Badagadéng near Ngardmâu, then especially the mountain range at the base of the northern peninsula from which the Roisingáng and the terrace mountain Ngamedú stick out, of which the latter provides for a splendid view of the entire north which essentially does not feature any woodland. (Fig. 36, p. 229.)

//Krämer, Palau, Vol.1 Plate 12.//



1. The Táog (Creek) Sagamús of the village of Goréŏr with its landing bridge, seen from the S. E.



2. and the Mangle Forest at its eastern side.

left and center:
pngáol(Rhisophora mucronata L.)
with pointed leaves and thin branch-stalks.

right:
gurúr(Sonneratia acída L.)
with round leaves and ground-stilts.

In the central part of the north, Mangal‘lang, and in the crater Ngarekêi (Ngúkul) (see Kr. Diar, p. 166), at the northern tip, are large tree populations found.

On Babldáob, forest and Ked alternate without any particular reasons for this occurrence. Before more systematic soil analyses are available (my samples were not examined), no definitive judgment can be delivered. It seems likely that the acid red soil, which has little stability, offers strong resistance to tree-growth in some places.

Finally, the **mangrove** growth remains to be discussed briefly. It is safe to say that almost all of Babldáob is hemmed by mangroves; indeed, at the eastern coast in the Ngamâi bay, in the Creek of Ngarsúl, and in the bay of Nggasagáng, they penetrate far inland, but only as far as the tidal waters reach. In the south, they occupy the entire surroundings and the Creek of Goikúl along with the inner bay of a Irâi and Ngurusár. Especially well known is the long Creek that, north of the Gogeál Ngerëam, separates this from Babldáob, as well as the long Creek of Ngatkip west of it. At the western coast, the bays of Gámliangel and Ngátpang should be mentioned, as well as the courses of the rivers of Medórom, Ngaremeténgel, a Imeúngs, Ngardmâu, Ngabúked, etc. In fact, **sandy beaches** are only found near Ngërupesáng and Melekéiok, then at a Ulimáng, Galáp, and near a Gól, all at the eastern coast behind a nearby shore reef, extending a length of merely a few hundred meters up to a few kilometers. The charts of the individual locations in Part III show the local conditions, chart 2 the widening of mangroves on the whole. A peculiar fact that should be pointed out is that the volcanic land of Pelau is predominantly girded by mangroves while the Gogeál in general are devoid of mangle shrubs. These arenotably missing in almost all channels between the limestone rocks, as coral islands are most often free of mangroves in general. This is not always the rule however. While the southern coast of Ngarekobasáng and the northern coast of Malágal are free of mangroves, for instance, the Gogeál Ngarduâis (chart 2 φ 21′) and especially the eastern coast of the island of Pelíliou are well populated with them.

The botanical index lists the different types of mangroves that comprise the belt. It is important to mention here that the entrances to the villages of the natives, the so-called *táog* (= Creek), are manmade. In most cases, they are 3—4 m wide, allowing an outrigger boat to pass through easily. Often the channel on one side goes hand in hand with a stone pier; it does so most beautifully in *táog* Sagamús in Goréor (plate 12). From these platforms, the mangle forests can be easily studied during high and low water, particularly at low tide when the sea water is drained and the grayish-black silt is boiling in the sun. It then becomes apparent that not all mangle types send ficus-like stilts *(ráod)* from their branches to the ground—only the rhizophora mucronata *(pngáol)* and the 296onjugate L. *(tebëgel)* do, while root poles *(rais)* are common to all.

At times, one can see a root branch not more than ½ m long, and its arch *(dugaoág)* barely one foot high, rising bow-shaped out of the mud. Only the Sonneratia acida L. *(gurúr)* does that, and it also shoots up vast quantities of pointed knee-high poles from the mud such that one has to be wary of being speared in case one falls into the swamp. These small poles, called *dúger*, which become as light as cork when dried, float like leaves. On the other hand, when the smooth, cigar-shaped green fruits of the Bruguiera gymnorhiza Lam *(dénges)* fall vertically into the mud out of their red fingered pitchers, they get stuck. There they put down roots, sprout, and grow into thin small trees, the small heads of which at high tide adorn the water surface at high tide as leaf clusters.

The fruits of the rhizophora, especially for the mucronata, grow up to a length of two feet and resemble thin warty gherkins that sprout a brown pear, are most remarkable.

Ceriops candolleana Arn.*(bívut)* is a smaller uniform species. Entirely different are the fruits of the Xylocarpus obovatus A. Juss *(medú lobokóng)* and the Xylocarpus granatum Koen *(demedemekúr)*, which grow to the size of a child's head.

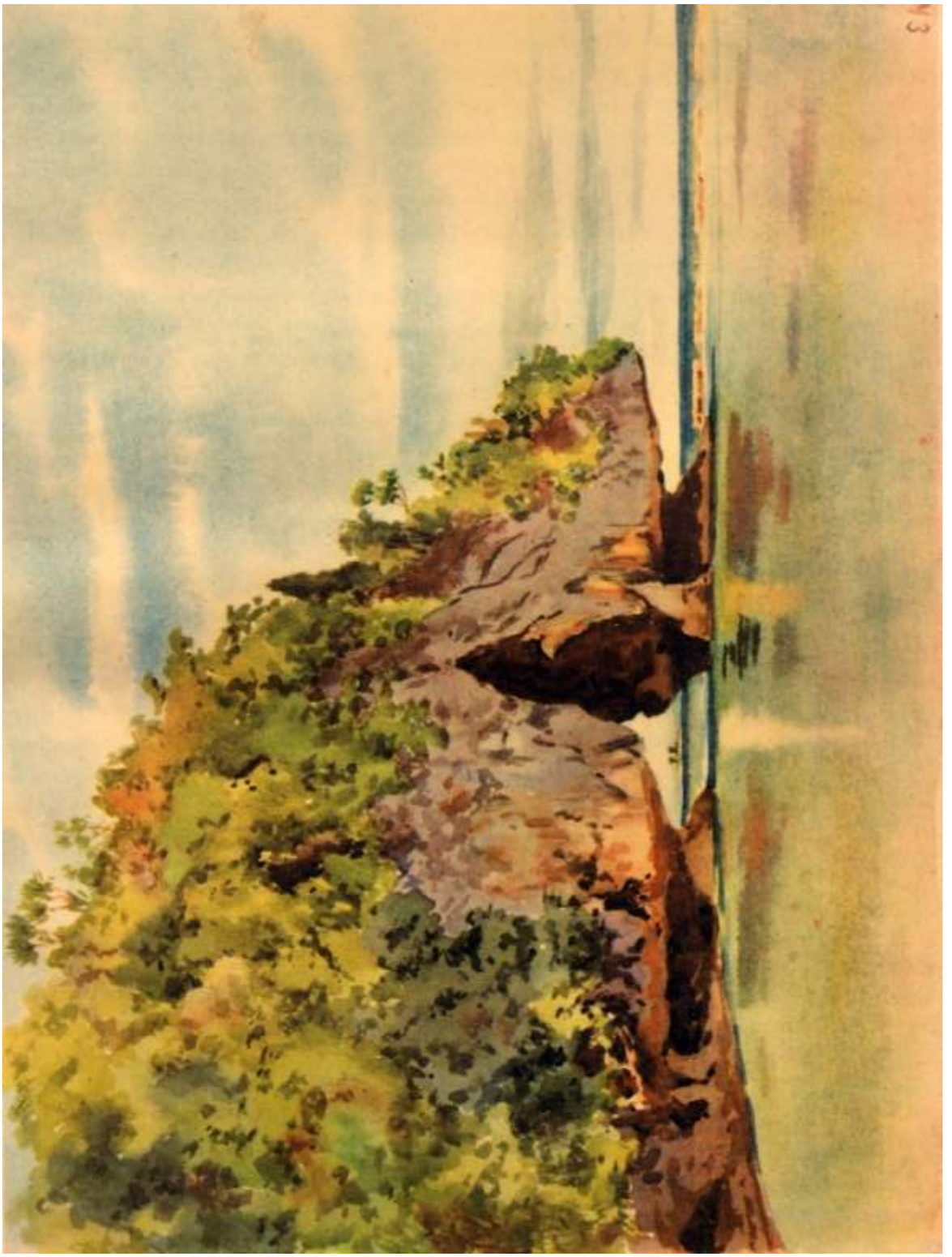
The jewels of the monotonous mangle forest are the bay leaf-like blooming Sciphiphora hydrophyllacea Gärtn. *(kuát)* and the alpine rose-like blooming Lumnitzera purpurea (Gaud.) Prsl. *(mekëkád).*

Yet another garcinie *(dádait)* and its pitcher-shaped fruits that join this colorful assortment have to be mentioned.

In such fashion, the monotonous mangle shrubbery — since the shrub on Palau does not grow into high rising forests as it does in some parts of Yap and New Mecklenburg — delights the observer at first glance.

Later we will discuss its importance in the life of the people of these islands. At this point, it is sufficient to point to its geographic significance.

The **mapping** of the Palau islands, which has been treated in the section on the history of their discovery, shall be briefly summarized here. The attached index provides exact information on all that I learned. As with the history of the discovery, a review of all charts known to me to have been published before 1700 offer indication that the Palau Islands were known before this point in time. The French chart, fig. I of 1702 (p. 12), suppose the existence of an archipelago at the location of Palau, but the declaration that it was discovered by Drack renders this assumption unverifiable. It appears for the first time by the name of Panlog on the native chart of Fr. Clain (chart fig. 2, p. 17) which was published in 1705, that is, five years before the discovery of the archipelago. On the actual expedition, only the southern part of the archipelago was spotted, i.e., the island of Ngeâur and the reef around Pelíliou, as shown on chart fig. 3, p. 68, which I discovered in Seville and which is still completely unknown. During this voyage, a native chart (fig. 4, p. 71) which offers indisputable proof of Palau was obtained on Sónsorol (the



The limestone cape iPkulabëap with the cave Goubailiï, through which one can catch sight of the sandy island of a Gol from the South. (See p. 213).
(Watercolors from E. Krämer.)

second after the one of 1705).What's more, it already shows an island ring widening to the north which is given the name Pelau. This chart was certainly drawn a few days before the actual discovery and, in a manner of speaking, provided more information than the actual discovery chart, fig. 3.

Likewise, the voyage of Egui in 1712, during which Palau was once again sighted, did not result in a chart of the archipelago. We can conclude from chart fig. 7 of Cantova in 1722, which records the route of Egui but only shows a random cluster of islands at the location of the archipelago, that he must have made a chart which remains undiscovered. Mapping the archipelago itself remained impossible since the vessel only traveled along the eastern coast without ever dropping anchor. The charting and sounding of the coast carried out during this voyage (ills. 5 and 6, pp. 84 and 85) are not quite accurate, such that that I could only surmise what parts had been truly recorded. Identifying them is made difficult due to the ever recurrent shapes of the limestone rocks. The same holds true for Wilson's sounding,[419] although that was taken from a fixed elevated point on the island of a Ulong. With respect to thePalau archipelago which I scaled up and reproduced on the basis of the title chart of Keate's work (chart fig. 9, p. 109), the result is quite embarrassing for a sailor who was on land for several months in 1783 and traveled around a great deal.

Eight years later, another Englishman, Cpt. Mc Cluer, who surveyed the difficult southern part of the archipelago quite correctly, made up for this failure. Right up to recent times, his charts (fig. 10 and 11) still serve as the basis for all newer charts.

The pinpointing of the entrances at the eastern coast of Dénges and Sar, as well as the survey of the Malágal harbor (chart fig. 12, p. 123), are his work.

Also, the recordings on the above chart (fig. 11, p. 121) are quite identifiable and show the southern island world of Ngeâur and Pelíliou (top left)[420] up to Cape Ngaramedíu (see chart 2), the highest point on the bottom right, synonymous with the point on the chart marked as High Bluff.All are at a bearing of NNW ½ W—N ¾ W. Babldaobat the top of the chart (fig. 10, p. 118), remains a figment of the imagination, however, although it is already recognized as one large island.

By comparison with earlier and later observations, that chart was kept for a long time. Compared to the Mc Cluer chart, the sketch (fig. 13, p. 131) of the voyage of J. Dumont d'Urville in 1828 only shows the Gogeál of Ngarduâis in φ 25′ more accurately by way of the charting of several islands — that the northern part of the eastern coast of Babldáob ran northwards. Kubary was the first to provide new information, particularly on the Olobetapel lagoon in the south and

Babldáob in the north, the latter, for the first time, showing for the first time an indication of the peninsula of Ngare golóng on chart I. Taking Mc Cluer's chart from 1873 as a basis, L. Friederichsen made use of thistaking into account the discovery of Nggêiangel and the Ngáruangel reef by Cpt. Douglas in 1788 and Ibargoitia in 1800. One can find oddly touching the entirely wrong designation of place names, as, when Kolekl is located in the N., but on the E. coast instead of the western coast— that is, east of Mangal'láng and Ngrīl, across from which are located 3 islands. First, Ngrīl is located at the eastern coast south of the northern cape, opposite of whichlie not 3 but 2 islands at the northern tip. Finally, Ngarulewang is called Nguruleáng and is located south of Gólei (Kolekl) at the western coast. (See chart 3 and above, p. 230).

The visit of the S.M.S. »Hertha« in 1876, under Captain Knorr (see p. 152), had further influence on the cartographic depiction of the archipelago since after 1876 both the English Admiralty[421] and the Hydrographic Office in Madrid[422] prepared their charts according to the survey of the »Hertha«.[423] But this offered no advantage for the main island of Babldáob (see fig. 14d, p. 165). For the German charts, however, the aforementioned chart of Friederichsen and the British Admiralty Chart no. 1103 were used since the H.M.S. »Sphinx«, in 1862, had newly surveyed the harbor of Malágal on the basis of Mc Cluer's good groundwork.[424]In particular, they named the Gogeál Nargól and Ulupságel located in the north and east of the harbor, as well as the »sphinx« Ngargáol and Oluksákel, and even discovered the Metuker Risóng (see chart 2, side plan) at the southern tip of Ulupságel.

Entirely new and unusual were two coastal outlines on the German chart of 1876 that displayed the landscapes especially well—in the E, off the so-called Altngot passage (chart 3 in 22´ Ngatagalópes), the region of Goikúl, and in the W, the twin-mountain of Ngaramlungúi as seen from the entrance, the inland water of the latter was surveyed and made known by the »Hertha«, while the orientation of the entire western reef was corrected.

Further progress was brought about in 1885 by the S.M.S. Albatross, which determined the passage between Goréor and Ulupságel. In the absence of names on chart 2, side plan, I called it Ngaláp exit (after the nearby Gogeál mountain), but on the material chart of S.M.S. Albatross that, together with the rest of the nautical charts of the Nautical Department of the German Imperial Naval Office, was kindly sent to me for study, I found the name Kaschakschaa pass. Further towards the west, across from the Pelau land of Ngaregelngáel, I recorded a passage named Gasapsúm, but now do not know if this

was a mistake. I cannot be certainty at this time. I would like to emphasize that the S.M.S. Albatross' transcription of names is still among the best, and that this chart, especially relative to Babldáob, marks great progress in other matters as well. As mentioned on p. 154, the »Albatross« traveled along the eastern coast of Babldáob within the reef up to Melekéiok and, on the whole, correctly mapped this part of the coast. Furthermore, the northern part of the eastern coast, in its main parts, shows 4 localities—»Keklau«, »Galap«, »Ngarbau«, »Kolekl«, and the island of »Ngargur«— all shown quite accurately, save that the coastline of the rather roughly sketched coast does not run to the north but rather to northwest. Taking a bearing from the pier head in Melekéiok would have clarified the matter. Furthermore, it is odd that the peninsula of Ngaregolóng was given a narrow shape. One wonders all the more why, despite recognizing the work of the Albatross and retaining some innovations, recourse was later on made once more to the charts of the Hertha and Kubary.

The difficulties that arose in the production of a chart for the new German Palau become apparent in the remarks that were recorded by Counselor Aschke for the imprint of chart 180 from the year 1902:

»The chart of the »Palau Islands« published in the Annalen der Hydr. 1876, vol. 7, serves as the main basis for the new drawing. The English Admiralty Chart is made from this chart and differs only slightly on account of a few corrections made from the former.

Several vessels of the Imperial German Navy that visited the Palau Islands reported that the English chart of the Palau Islands is wrong. For example, the northeastern Huk (Cape Artingal) is located significantly further to the east than is indicated on the English chart. Furthermore, the northern part of the island of Baobeltaob is off by 2 points. According to the report of the S.M.S. »Arcona« in the Anal. d. Hydr. 1899, page 387, only the islands located near Korror are charted correctly. The bearings of new islands taken on account of the above report cannot be enteredinto the existing English chart, but into the sketch of the survey of the Palau Islands (eastern coast) made by the S.M.S. Albatross (Capt. Plüddemann) in the year 1885. TheAlbatross sketch already contains the »sandy island« which is cited in the Analen d. Hydr. 1899, page 387. By means of a scale that is indicated on it, a geographical grid on the basis of the position of the »Malakal Pier« (φ=7° 19′ N u.λ=134° 39.5′ E. of Greenw.) is delineated on the Albatross sketch, which itself remains without a grid. According to this grid, Cape Artingal (here Molegojok), instead of being at 7° 40′ 5 lat. N. and 134° 39′ 5 east of Greenwich, is located ca. 10 minutes further to the south at 7° 30.3′ lat. N. and 134° 44.5 east of Gr. On the Albatross sketch, as well as on J. Kubary's chart of the Palau Islands published in the Journal des Museum Godeffroy, 1873, vol. IV, the entire island of Baobeltaob has a more compact shape than that indicated on the English chart. Since it is proven that the English chart wrongly depicts the island of Baobeltaob—according to a notice in the Anal. d. Hydr.

1885, p. 212, the distance from the Korror entrance channel to Molegojok is about 15 nm (acc. to the English chart, it is ca. 25 nm.), and with respect to information obtained from Rear Admiral Mr. Plüddemann, who confirmed the correctness of his survey of the eastern coast of Baobeltaob—the Albatross chart or sketch was used as the basis for recharting the islands of Baobeltaob, Korror, Oluksakel, etc. This made it necessary to relocate the western coast of the island of Baobeltaob, relative to the eastern coast, to the south so as not to distort the shape of the island. Since the survey of the Albatross ends at the small island of Orokoor north of Baobeltaob, the reef north of Baobeltaob had to be extended unto the »Kavasak« and the »Kossol Passage« in order to retain the passages in the Kajangle Islands, etc. in their old positions.

Given the existing bearings, the Rocky Island which the S.M.S. Arcona reported in the A. d. Hydr. 1899, page 387, is charted as accurately as possible with dotted lines. The spelling of the names follows the chart of J. Kubary published in the Museum Godeffroy. The completion of names is based on the sketch of the Albatros in 1885.« — — —

The two new drafts, charted in 1903 in the Hydrographischen Amt der Admiralität, which were kindly sent to me for my research, made use of the NE coast of the Albatross chart but gave the peninsula of Ngaregolóng not the slim outline suggested in that study, but the truncated shape of the »Hertha« map. Even then existed doubts as to whether this was indeed the case, just as my chart from 1907, suggesting an even slimmer and northward pointing shape, was met with reservations. The Albatross draft chart indicates these doubtful areas with a pencil line which I rendered as a dotted line on chart fig. 14e, p. 165. This explains why these two drafts from 1903, in spite of the Albatross chart, show once again a blunt northern tip, even though the NE coast was accepted. For the southern part of Babldáob, which is curiously given the name Logallogutum,[425] the first of these two drafts still entirely follows the chart of the Hertha from 1876 (chart fig. 14d) while the second draft, which I reproduced in chart 16f, relies on the details found on Kubary's chart (see, for example, the 3rd island) as well as on the Albatross chart, and on the information provided by the Arcona in 1899. This draft, which was published only in one chart of the Kolonialatlass (1:500000) in the year 1903, forms the basis for the new improved chart 1:300000 issued by the German Imperial Naval Office in 1903 and 1910. This draft however, apparently draws from the explorations of the District Officer Senfft in 1904«, who rendered a small sketch in the D. Kol. Blatt from Jan. 15, 1905, leaves out the NE coast that was corrected by the »Albatross« and depict the peninsula of »Ngaregolong« with a thin neck (fig. 14g).

My chart from 1908 (Litt. Kr. II, chart 10) was not considered, but

was used for the new release of the Grossen Kolonialatlasses 1908 (Great Colonial Atlas) (Dietrich Reimers Verlag) which I mention here in advance.

This was the situation with regard to charts at the time of my arrival on Palau in 1906. I mentioned earlier that I noticed, during a visit to Babldáob, that it was impossible to enter the positions of the various villages and settlements into the existing map. For this reason, I tried to take the bearing of the larger island more accurately and to gain access to necessary points by means of small bases, boat trips, and walks. Considering that I was given only a few months, this time was completely taken up on ethnographic studies, one should not set very high expectations. The chart is published as chart 10 in the Mitt. aus den Deutschen Schutzgebieten (Messages from the German territories), vol. III, 1908. It should also be mentioned that because of the brief time available—I was about to leave again soon—some misprints and graphic mistakes crept in. The main result was the island shown bright and clear, slim and yet somewhat bulging, leaping vertically to the north peninsula of Ngaregolóng, while the southwestern coast was merely reckoned by the course of the ship. Fig. 14, p. 165, shows the development of the shape of Babldáob from 1791—1911 in 8 parts.

After I returned to Palau in 1909, I decided to survey again not only Babldáob, of which the western coast of which was still relatively unknown, but also the islands of Goréor and Ngarekobasáng, etc., as well as the district of Ngarkldéu and Pelíliou in the south. In my Diary, under 3.8.09, p. 169, I reported on my attempt to acquire a larger base; assistance was rendered by the S.M.S. Planetwhich, at that time, had newly surveyed the island of Ngeâur in the south, the Dénges entrance, and the Malágal port (see »Charts of the Palau Islands«. Chart of the Imperial Naval Office, Berlin, 1911, no. 516—Tit. XI, no. 401a[426]). Since at the same time I recorded village plans for almost all settlements, I hardly missed anything. As reported above, altitude measurements were taken with an aneroid of Bohne, while the pencil of my wife and the photographic camera captured the panorama.

After returning to Germany, I used my 1910/11 winter stay in Berlin to work through my old and new bearings and surveys together with Counselor Aschke at the Imperial Naval Office, after which the survey done by the S.M.S. »Planet« became decisive for the south.

Thus the chart of the Imperial Naval Office, Berlin, 1911, X, no. 180 (Tit. XI, 401)[427] came into being; this chart in its main features is reproduced in this work as chart 2.

During the work on the geography and the charts, I again reworked all the entire material from 1913—14;thisresulted in an even more accurate representation found in chart 3 (1:100000),

which only covers Babldáob and Ngarkldéu, i.e., the northern and the central region.

But even this chart cannot claim complete accuracy, since this can only be expected from a trigonometric survey; but, until such a survey is undertaken, the chart will suffice to point seekers in the right direction, given that it shows almost all settlements, bays, mountains, rivers, islands, etc. in their approximate locations.

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[1] [Krämer, p.1, fn. 1] Abbreviation: Sp. Litt.refers to the Spanish index of literature at the end of Part I., Litt., in short, to the compete index in Part VIII.

[2] [Krämer, p.1, fn. 2] Even G. RUGE, Geschichte des Zeitalters der Entdeckungen [History of the Age of Discoveries], Berlin 1881, p. 489, makes the same claim.

[3] [Krämer, p.1, fn. 3] To be mentioned here is X.J. v. KRUSENSTERN, who in the Beiträge zur Hydrographie der größeren Ozeane [Contributions to the Hydrography of the larger Oceans], Leipzig 1819, p. 98, writes: »There can be no doubt that the Pelew-Islands are the ones that VILLALOBOS calls Arrecifes.«

[4] [Krämer, p.1, fn. 4] HERRERA'S chart from 1601 shows only for the Ladrones and the Philippines, ignoring the Caroline Islands completely.(Cf. A. E. NORDENSKJÖLD's Periplus, Stockholm, 1897, p. 187.)

[5][Krämer, p.1, fn. 5] Historia General de los Hechos de los Castellanos en las islas y tierra firme. Del Mar Oceano, Decad VII, vol. V, chap. V., p. 116. Madrid, 1601—1615.

[6] [Krämer, p. 2, fn. 1] I reached this conclusion independently on the basis of original references. The same conclusion was reached by GREGORIO MIGUEL, in his Estudio sobre las islas Carolinas, Madrid, 1887, p. 10, who assumes Feis and Yap to be the two islands discovered by Villalobos. Earlier COELLO, Sp. Litt., II, p. 238, came to the same conclusion. FREYCINET (Litt. Vol. 2, p. 76), who researched the archives of Guam, does not give an opinion.

[7] [Krämer, p. 3, fn. 1] See, for example, in NORDENSKJÖLD'S Periplus, table 60. Jan Huyghen v. Linschoten, 1599, both islands lie at 10°; likewise in tab. 57 in Johannes Janssonius; however, once again, the island appears below both of them at 5—7° latitude, thus accommodating both views; then p. 190 of Anson's chart from 1748 where, instead of Arrecifes, the name given by Cantova in 1721 to the Mógemog archipelago (see below), is found Garavances (Garbanzos), east of which lies Matalotes (for Feis). The discovery of Palau in 1710 and 1712 was unknown to the English navigator. Finally, [there is] the chart from 1756 (cf. chart, fig. 8, p. 107), on which Garavances and Matalote are shown far west of Yap, with Mógemog and Feis placed to the east, and Palau to the south. This clearly shows how tentative cartographers were, and that Arrecifes is not the Palau Islands.

[8] [Krämer, p. 3, fn. 2] I discovered in the municipal library in San Sebastian that Elcano was wrong.

[9] [Krämer, p.3, fn. 3] A good description of his experiences in Portuguese captivity and the maltreatment he suffered until his return to Spain in 1527 is provided by Oskar Koelliker, Die erste Umseglung der Erde durch Fernando de Magallanes 1519—1522 [The first Circumnavigation of the Earth by Fernando de Magallanes 1519—1522], Munich, 1908, pp. 243—253.

[10][Krämer, p. 3, fn. 4] A. WICHMANN, Nova Guinea, vol. I, p. 13, writing about Anonymous 1525—26, alleges that a poorly researched work of the Englishman Danvers makes the claim that this voyage resulted in the discovery of New Guinea. "Anonymous" is understood to be Diego de Rocha who, as mentioned above, is referred to by WICHMANN under 1527. I believe that there was only one voyage.

[11] [Krämer, p. 4, fn. 1] See CÖELLO, Conflicto Hispano alemán Bol.Soc.geogr., Madrid, 1885, vol. 19, p. 297, following Antonio Galvão, Tratado dos descobrimentos antigos e modernos Feitos até a era de 1550, Lisboa, 1563 (Reprint 1731). English translation: ANTONIO GALVANO, The discoveries of the world from their first orig. London, 1862, p. 168 (see below, p. 6, fn. 4); cf. likewise J. BURNEY, a chronological history of the discoveries of the south sea etc., London, 1803 until 1817, Part. I, p. 146.

[12] [Krämer, p. 4, fn. 2] A suitable identification, usually spelled Ulúlssi. Cf. Index of names.

[13] [Krämer, p. 4, fn. 3] JAO DE BARROS, Geschichte der Entdeckungen und Eroberungen der Portugiesen im Orient 1415—1539 [History of Portuguese Discoveries and Conquests in the Orient 1415—1539], translated by D. W. SOLTAU, Braunschweig, 1821, p. 384.

[14][Krämer, p. 4, fn. 4] De Europëers in den Maleischen Archipel Bijdr. t. Taal, Land en Volk, 2. I. 1877, p. 413. (Following WICHMANN who consults SITTIG and MEINECKE for this point of view. The latter, as was mentioned, later stood in for VILLALOBOS as discoverer.)

[15] [Krämer, p. 4, fn. 5] Full details can be found in Lavanha, Madrid, 1615 (not available to me).

[16] [Krämer, p. 4, fn. 6] FROY GARCIA DE LOAISA in Colleccion Documentos inéditos del Archivo de Indias, vol. 5, pp. 5—96 and in MARTIN FERNANDEZ DE NAVARRETE, Colleccion de los viajes y descubrimientos, Madrid, 1837, vol. V.

[17] [Krämer, p. 5, fn. 1] See NAVARRETE, vol. V, pp. 465—475, and Col. Doc. inéd. 14 vols.

[18] [Krämer, p. 5, fn. 2] See A. DE HERRERA, vol. IV, decree IV, book III, p. 60. The pope settled the dispute between the Portuguese and the Spaniards on April 22, 1529, through the Treaty of Zaragoza, clarifying the line of demarcation.

[19] [Krämer, p. 5, fn. 3] According to NAVARRETE, with whom I agree here: In contrast to the coastal people of the Mŏánus, the islanders are called Usiai. This may have led to the name Urais.

The following quote from HERRERAindicates how poorly this voyage was documented:

> . . . hoisting sail, he sailed with a southerly wind; he traveled 100 leagues to another island from which a black people emerged in boats and shot arrows at them. The Spaniards captured three men and sailed 250 leagues to another island, at 7° latitude, of that was inhabited by a white bearded people who approached the ship with threatening gestures, hurling stones with slings. It was astonishing to see people of such different color within such a short distance. They sailed to the

north and the northeast until reaching 14°, but encountered adverse winds from east-northeast, forcing them to turn back from where they came until, they reached an island 380 leagues off the Moluccas which they called Ladrones. Since they could not land, they passed along its southern shore and sailed westward to the island of Mindanao, where the coast is called Visaya. That is the name of the natives there.

[20][Krämer, p. 6, fn. 1] MEINECKE'S assumption that these islands are Feis and Mógemog is pure invention; Urais, too, was not properly recognized. Upon my examination of the logbook entries, I believe that the three islands I mentioned are identified with absolute certainty.

[21] [Krämer, p. 6, fn. 2] COELLO II, p. 233, mistook the first for the second journey in reporting that SAAVEDRA passed the Ladrones on December 29, 1527, and then, from January 1 to January 8, 1528, discovered the Islas de los Reyes (Mógemog and Yap); they even are said to have landed there. On a 2nd and 3rd journey, he is said to have discovered Truk, Kusae, etc., which is entirely incorrect.

[22][Krämer, p. 6, fn. 3] WICHMANN, Nova Guinea, vol. I, p. 21, provides a plausible map of the islands mentioned.

[23] [Krämer, p. 6, fn. 4] Called by the Spaniards GALVANO (see above, p. 4), he is the famous proto-historian of that time and those territories, who also described these events. Particulars concerning GALVAO and FRANCISCO DE CASTRO, who is mentioned soon afterwards, are found in DE BARROS (see above), vol. V, p. 306, and ARGENSOLA. Regarding GRIJALVA, see ANTONIO DE HERRERA (see above, p. 1).

[24] [Krämer, p. 7, fn. 1] COELLO means Feis and Yap.

[25][Krämer, p. 7, fn. 2] GALVANO, l. c., pp. 235—36. According to the Bibliothèque univ. des voyages, Paris, 1833, vol. I, p. 167, GÄETAN and DE LA TORRE would have sailed along the equator to the south, and then along the northern coast of New Guinea, finally going ashore at 6° southern latitude, i.e., at the Vitiaz Strait. His pilot was GASPAR RICO. WICHMANN believes that this voyage to New Guinea was fictional.

[26] [Krämer, p. 7, fn. 3] Paintings that show both men taking possession of Philippines are frequently displayed in Spain.

[27] [Krämer, p. 8, fn. 1] Following here GREGORIO MIGUEL, l. c., p. 11.

[28] [Krämer, p. 8, fn. 2] Citing COELLO II, p. 241: mulato muy ladino »a clever mulatto«. »It was his intention to reach the Philippines ahead of the other ships, to return immediately, and then to assume the glory that is due to the general«.

[29] [Krämer, p. 8, fn. 3] All the accounts, without regard for their correctness, follow GREGORIO MIGUEL, I. c., p. 12, whereas COELLO op. 2, pp. 242 and 288, deviates somewhat from Miguel's account.

[30] [Krämer, p. 8, fn. 4] By CANTOVA (see p. 103), cited in his letter in the let. èd. (see p. 14, fn. 4), vol. 15, 1810, p. 255. By Fr. COLLIN, who in chapter 20 of his History of the Philippines writes: [Spanish text]

[31] [Krämer, p. 9, fn. 1] For an account of his two voyages and the following one of QUIROS alone, see Historia del descubrimiento de las regiones austriales hecho por el general PEDRO FERNANDEZ DE QUIROS por Don JUSTO ZARAGOZA, Madrid, 1876, vol. I.

[32] [Krämer, p. 9, fn. 2] Which he called Bajos de San Mateo, or what today is Namonito.

[33] [Krämer, p. 9, fn. 3] In a manuscript of the court library of Madrid, I found the following details: [Spanish text]

ZARAGOZA T. I. p. 18, on the other hand, writes condicion, and continues: [Spanish text]. Furthermore, see pp. 184—186.

[34] [Krämer, p. 9, fn. 4] On October 18, 1595, in Santa Cruz which had been discovered instead of the Solomon Islands.

[35] [Krämer, p. 9, fn. 5] So writes DUPERREY, while FREYCINET argues for Truk.

[36][Krämer, p. 10, fn. 1] Ponape is located 6˚ 50´, has a perimeter of about 100 km, and is high; in the West close nearby are the four low Ant Islands (see e.g., B. CHEYNE, s. Litt., p. 99). Pohnpei fits the description well.

[37][Krämer, p. 10, fn. 2] Zaragoza, II. vol., p. 59, says 25, otherwise nothing new.

[38][Krämer, p. 10, fn. 3] l.c., vol. 1, p. 358; vol. II, p. 177: 3¾ degree.

[39] [Krämer, p. 10, fn. 4] J. BURNEY, Chronological history of the discoveries in the South Sea, London, 1813, vol. V, p. 2: [English text]

[40] [Krämer, p. 10, fn. 5] A new universal collection of authentic and entertaining voyages and travels, London, 1770, pp. 39—45.

[41][Krämer, p. 10, fn. 6] According to FALKENSTEIN, Geschichte der geogr. Entdeckungsreisen.Dresden, 1828 [History of the Geographical Expeditions], vol. I, p. 86, the accurate date is Dec. 17, 1577. Therefore, instead of 1577 and 1579, it should read 1587 and 1588.

[42] [Krämer, p. 10, fn. 7] The world encompassed by Sir. F. D. being the next voyage to that to Nombre de Dios . . . . byFRANCISFLETCHER, London (1854 (HACLUYT), p. 134; likewise with BURNEY, see above. See also: Leben und Reisen der ersten engl. Seefahrer DRAKE, CAVENDISH und DAMPIER [Lives and Voyages of the first English navigators Drake, Cavendish and Dampier], translated by DIEZMANN.Leipzig, 1836, p. 106.

[43][Krämer, p. 11, fn. 1] (DE BROSSES) Histoire des navigations aux terres australes. Paris, 1756, vol. I, p. 197.

[44] [Krämer, p. 11, fn. 2] S. Sp. Litt.—French translation, Histoire de la conquéte des isles Moluques etc.Amsterdam, 1706, vol. I, p. 220.

[45][Krämer, p. 11, fn. 3] TETENS-KUBARY in Journ. Mus. Godeffroy, no. II, p. 19.

[46] [Krämer, p. 11, fn. 4] Ibidem, p. 15.

[47] [Krämer, p. 12, fn. 1] COELLO, too, argues for DRAKE and Ngulu. COELLO II, p. 246.

[48] [Krämer, p. 13, fn. 1] [French text]

[49] [Krämer, p. 13, fn. 2] Those 3, together with J. DRAKE in E. C. DRAKE, see above, p. 10, fn. 5.

[50] [Krämer, p. 13, fn. 3] Captain WOODES ROGERS, A cruising round the world, 1708—1711. On the voyage from Guam to Ternate, he discovered Tobi on April 11, 1710. ROGERS brought some canoes from the Mariana Islands back to London.

[51] [Krämer, p. 13, fn. 4] An account of MURILLO VALERDE (Historia de la provincia de Philipinas. Bagay, 1749, p. 376, no. 855) corresponds with the map, image no. 3: »In 1686, the pilot D. FRANCISCO LAZCANO discovered south of the Mariana Islands an island that he named Carolina in honor of Carlos II; thereafter, D. ALONSO SOON was dispatched from the Mariana Islands to explore them, but could not locate them«. For the report of Clain, see below, p. 15, fn. I.

ENRIQUE TAVIEL DE ANDRADE says in a history compendium attached to the Historia de la exposicion de las islas Filipinas en Madrid, 1887, that LEZCANO marooned missionaries on Yap. I believe this to be an unfounded assumption, since many false statements about the Palau Islands are also found there.

[52] [Krämer, p. 13, fn. 5] COELLO II, p. 247, says that this view was mentioned by some. See also below, p. 15 and p. 70.

[53] [Krämer, p. 14, fn. 1] See p. 1. Compare the word Prau. Retana, vol. II, p. 515 derives the word parao for boat from the Malayan prahu.

[54] [Krämer, p. 14, fn. 2] His biography is found in MURILLO VELARDE, Historia de la provincia de Philipinas, Bagay, 1749, p. 398; born 1655 in Murcia, he arrived in the Philippines in 1671, was a teacher at the college in Manila, and then a replacement for the provincial procurator Fr. DOMINGO MEDELS.

[55] [Krämer, p. 14, fn. 3] He also mentioned that these people told him many things that were published in a report made on the occasion of the arrival of these natives. The priests learned much from these people, especially those eleven who were said to have arrived in 1708. Some of them were brought to Manila at the behest of the governor ZABALBURU, where they learned the language in order for them to provide information about their customs (see p. 106, fn. 2).

[56] [Krämer, p. 14, fn. 4] In the Lettres édifiantes (constantly abbreviated as Let. éd.) et curieuses écrites par des Missionaires de la Compagnie de Jésus. New edition, Toulouse, 1810, vol. XV, p. 158, likewise in M. VELARDE, l. c., p. 376, and finally together with CANTOVA'S letter, etc. in vol. II, pp. 443-512, from DE BROSSES' Histoire des navigations aux Terres australes, Paris, 1756. The first German mention of this is found in Stöcklein (see above line 5) together with the map, fig. 2 (see Litt.).

[57] [Krämer, p. 14, fn. 5] Needless to say, a German with the name of Paul Klein from Agra in Bohemia. After entering the Jesuits on September 14, 1669, he went to Mexico in 1678, to the Philippines in 1682, and died on August 30, 1717, according to The Philippine Islands, 1493—1898, Ohio, 1906. This work of Klein's also features the map, fig. 3 (p. 68), taken from the »original map« in the Biblioteca de Vittorio Emanuele, Rom. There a copy of the original from Seville is kept, but the map in fig. 4 is reproduced from the original in Seville. Both are reproduced very poorly and without any further explanation.

[58] [Krämer, p. 14, fn. 6] Following Buzeta, Diccionario geogr.-estad.-hist. de las isl. Filip., Guiuan. The island of Guiguan is located at the southeastern tip of the island of Samar. The arrival of canoesin »Kiuwan«, reported in 1901 in the D. Kol. Bl., p. 41, is strangely similar.

[59] [Krämer, p. 14, fn. 7] Actually they were 30, but one died soon after their arrival.

[60] [Krämer, p. 15, fn. 1] Because of the similar canoes, CLAIN assumes that they are located near the Mariana Islands, but more to the south at 11 or 12° north, like Guivam. Perhaps it is one of the islands that was discovered a few years earlier as a ship on a regular course at 13° north drifted southwest, the same island named Caroline after King Charles II of Spain. It was also spotted in 1696 and called St. Barnabas (see LEZCANO, p. 13).

Apart from that, the people who washed ashore in 1696 spoke of these 87 islands (see map, fig. 2); those in 1678 spoke of 32, and those driven ashore in 1664 of 50, as reported by SERRANO.

[61][Krämer, p. 15, fn. 2] In DE BROSSES, p. 447, Pyalucunung.

[62] [Krämer, p. 16, fn. 1] See DELGADO, p. 929, Tridacna gigas L.; see also p. 22, fn. 2.

[63] [Krämer, p. 19, fn. 1] The entire passage in the copy is fragmentary.—(Guivam, respectively Guivan, has already been mentioned above, p. 14, fn. 6).

[64] [Krämer, p. 19, fn. 2] In common usage in the Philippines, medreñaque or meriñaque refers to a fabric made of abacá (Musa textilis L., Manila hemp).

[65] [Krämer, p. 19, fn. 3] In the Philippines, tápis is a kind of wrap that women of lower classes wear atop their skirt (saya) around the hips so that their upper parts are covered.

[66] [Krämer, p. 21, fn. 1] *Paláuán* is a large arum with digitate leaves and a spotted stem.

[67] [Krämer, p. 22, fn. 1] I read this, and the eight preceding words in this way: compassado todo. Un informe en todos ellos por ser todos »all following the same beat. One gives the beat for all, as if he would be all«. This certainly insinuates that the dances of the people of Yap and the West Caroline Islands, despite the great number of dancers, are completely homogenous. Kr.

[68] [Krämer, p. 22, fn. 2] In Mindanao, the giant clam Tridacna is called taclobo or taclovo. In Noceda y Sanlucar, Vocabulario de la Lengua Tagala, Manila, 1860, p. 312, the word is accented taclobó; see p. 16.

[69] [Krämer, p. 22, fn. 3] Bejuco in the Philippines designates several Calamus species, especially the Calamus mollis and the C. maximus.

[70][Krämer, p. 22, fn. 4] Tataurit. Kr.

[71] [Krämer, p. 23, fn. 5] Up until the 19th cent, Caraga was the name of the backlands of Mindanao, which in those days spanned the provinces or districts of Surigao, Bislig, and a partof Daváo.

[72] [Krämer, p. 24, fn. 1] In the Philippines, the designation “principal” is given to active or retired members of the local council (gobernadorcillo, teniente and cabeza de barangay) of a pueblo, and to the firstborn sons (primogénitos) of the gobernadorcillos and cabezas de barangay. The village in which the chief (gobernadorcillo) of a mostly Malayan rural community resides is called pueblo.

[73] [Krämer, p. 24, fn. 2] Most likely to be read Góngora. (Correct; see below, p. 32. Kr.)

[74] [Krämer, p. 25, fn. 3] I am not aware of any special meaning conveyed by these two rather mismatching terms in the Philippines. In former times, the Spanish term fragata did not always signify a warship. The vessel that is described here is probably a so-called balandra (single-masted boat). (Retana-Zuñiga does not mention pirágua. See vol. II, p. 515, Kr.)

[75] [Krämer, p. 27, fn. 1] Ulúlssi, also called Mógemog. See index of names. Kr.

[76] [Krämer, p. 29, fn. 1] The map, fig. 2, reads Magol [Magur], that is, one of the islands of the Olol Atoll north of Truk. Kr.

[77] [Krämer, p. 29, fn. 2] Most likely referring to Palau. Cf. below, p. 132. KADU’S report in CHAMISSO. Kr.

[78] [Krämer, p. 29, fn. 3] On the map, these are the islands south of Pogol, which probably are part of Woleaî, but which, in fact, are located east of it. Kr.

[79][Krämer, p. 31, fn. 1] *Gabi*, *gaby* or *gabe* = Caladium esculentum.

[80] [Krämer, p. 31, fn. 2] These are certainly Palau (Panlog) and Yap. Kr.

[81] [Krämer, p. 31, fn. 3] *Venado*, also called *us(s)a*= Cervus Philippinus.

[82][Krämer, p. 31, fn. 4] Cf. p. 16, fn. 1.

[83] [Krämer, p. 32, fn. 1] Discovered in the Archivo de Indias in Seville; in the Estante 68, Caja 5, Legajo 29.

[84] [Krämer, p. 32, fn. 2] In the Archivo general, section Gracia y Justicia, Legajo 666 (284).

[85] [Krämer, p. 33, fn. 1] In the 17th and in the first half of the 18th cent., the infantry recruited in Luzon from among all tribes are called *Pampangos*.

[86] [Krämer, p. 33, fn. 2] The letters are recorded in the Lettres édifiantes, vol. XV, 1810, pp. 172, 178, 180, etc.

[87] [Krämer, p. 33, fn. 3] Don Domingo ZABALBURU de Echevarri, Knight of the Order of Santiago, was appointed officer of the crown in 1694; but only on December 8, 1701 did he succeed Don Fausto CRUZAT y Góngora, who had been governor of the Philippines since 1690. Besides mounting the expedition already mentioned, he alsosent out ships against the pirates who threatened the islands. On August 25, 1709, he was replaced by Conde LIZARRAGA, Don Martin de Orsúa y Arizmendi, who was much beloved and held office until February 4, 1715. Then Don José TORRALBA governed until August 9, 1717, followed by Don Fernando Manuel de Bustillo BUSTAMENTE until October 11, 1719. See Juan J. DELGADO, p. 203.

The assassination of BUSTAMENTE is described in detail in the Lettres édifiantes, vol. 15, 1810, p. 213, etc.

[88] [Krämer, p. 33, fn. 4] A letter of the governor to the King from June 28, 1708 reads: [Spanish text: Krämer].

[89] [Krämer, p. 33, fn. 5] According to MIGUEL, l.c., p. 17, those were the Fathers ANTONIO and José BOBADILLA and Brother LEGO. They were joined in Cancabatac by Father Francisco CAVIA.

[90] [Krämer, p. 34, fn. 1] Following MIGUEL, l.c., p. 17, Fathers JOSEPH DE BOBADILLA, PEDRO DE ESTRADA and the Brother FRANCISCO AGUARÓN, with the chaplain FELIPE MESSA. (MIGUEL, accordingto MURILLO VELARDE, p. 378, where the voyage is mentioned in more detail).

[91] [Krämer, p. 34, fn. 2] Following MURILLO VELARDE, p. 378, MOAC and MARUAC from Fais with 2 sons (see p. 102, fn. 2).

[92] [Krämer, p. 34, fn. 3] His title was sergento maior, cabo superior de la Gente de Guerra y Mar »Major and Commander«.

[93] [Krämer, p. 34, fn. 4] Following the Spanish spelling. Both were Flemish as shown in the treatise of Abbé L. GRUEL: [French text: Krämer], pp. 34-38.Their biographies are indicated here (see also below, p. 103, fn. 2).

[94] [Krämer, p. 34, fn. 5] MIGUEL: bajos de Tabac near Palápag (see also Delgado, p. 125).

[95] [Krämer, p. 34, fn. 6] MIGUEL and the Lettres édifiantes, vol. 15, p. 257, write November 14, a letter of said governor LIZARRAGA, November 12. MURILLO VELARDE, p. 379.

[96] [Krämer, p. 39, fn. 1] According to Retana, II, p. 443, the Musa textilis; in fact, however, the equivalent of a banana fiber. Kr.

[97] [Krämer, p. 39, fn. 2] *Pájaro bobo*, »stupid bird« (Sulla sp. s. Let. éd., p. 258. Kr.).

[98] [Krämer, p. 39, fn. 3] In the Philippines, *barotos* is the name for certain sea-going vessels of 1—5 tons.

[99] [Krämer, p. 41, fn. 1] »*Rima*«, Artocarpus maxima L. and its fruit.

[100] [Krämer, p. 41, fn. 2] This presumably means: »facing down towards the surface of the sea« (The outrigger is always navigated on the windward side, i.e., towards the sea).

[101] [Krämer, p. 47, fn. 1] See p. 33, fn. 1. (A district north of Manila.Kr.)

[102] [Krämer, p. 49, fn. 1] Lacuna in the text.

[103] [Krämer, p. 51, fn. 1] Probably *mul mong* = give it to me! Kr.

[104] [Krämer, p. 51, fn. 2] Apparently, the Brother, in following the orders of the Commander, wanted to prompt the two of them to leave the ship; sincethey could not understand him, however, he found himself compelled to make himself understood in such a physical manner.

[105] [Krämer, p. 51, fn. 3] This passage lacks clarity, and seems to be corrupt. In any case, the »porque«, which introduces the second part of the sentence, does not make any sense and should be deleted if it does not stand for another word.

[106][Krämer, p. 63, fn. 1] Cf. p. 38, fn. 3. Kr.

[107][Krämer, p. 63, fn. 2] Cf. Delgado, p. 125. Kr.

[108] [Krämer, p. 63, fn. 3] *Ganta* isa Philippine measure of 3 liters.

[109] [Krämer, p. 65, fn. 1] This is an error, as explained in the section »The Meaning of the Word Palau«. Kr.

[110] [Krämer, p. 65, fn. 2] See p. 31, fn. 1 (Acc. to Retana II, p. 456, gabi = Caladium, that is taro. Kr.)

[111] [Krämer, p. 67, fn. 1] *Buyo*, in the Spanish language spoken in the Philippines, is 1st, the betel tree (Areca L.), 2nd, the betel potion prepared for chewing, in Tagalog called jicho or hicho (On Palau búŏg. Kr.)

[112] [Krämer, p. 67, fn. 2] *Lisa*, Mugil cephalotus CV, (Mullet, Kr.)

[113] [Krämer, p. 67, fn. 3] *Caña* in the Philippines usually refers to the Bambusa arundinacea L.

[114] [Krämer, p. 67, fn. 4] Acc. to S. Vidal y Soler, Memoria sobre el ramo de montes en las Islas Filipinas, Madrid, 1874, p. 170, several palm trees, but especially the Corypha minor L., bear this name.

[115] [Krämer, p. 69, fn. 1] L. éd., p. 264 concludes: [French text] (See p. 102, fn. 2 and p. 103).

[116] [Krämer, p. 69, fn. 2] 156° 30′ and ca. 12° east of Cape Guigan; actual position φ a Ngeaur 134° 11′ longitude east = 135°.

[117] [Krämer, p. 72, fn. 1] See index of names.

[118] [Krämer, p. 73, fn. 1] This northern end of the reef existed until 1907 when I published my new first map of Babldáob. (See part II, Cartography and fig. 14. h)

[119] [Krämer, p. 73, fn. 2] Full particulars are provided below in the last section of this part.

[120] [Krämer, p. 73, fn. 3] This was likewise the understanding of contemporaries. LE GENTIL DE LA BARBINAIS wrote in Guam in 1718: Not long ago, the island of Palaos or of S. Andree was discovered. I have a short account of it by a Spanish pilot, etc. (See DE BROSSES, vol. 2, p. 225 and below p. 102). In the same book, Father LE GOBIEN reports on p. 454 that the fishermen of Mindanao, for the longest time, believed that there are islands not too far to the east, since sometimes on the high seas they saw smoke coming in which could only stem from natives who had started a fire on their land. Likewise smoke could be occasionally detected from the high mountains of Samal. Thus, the islands east of the Philippines were not known! See likewise Falkenstein, Geschichte der Entdeckungsreisen, 1828, III, 106.

[121] [Krämer, p. 74, fn. 1] According to DELGADO, under the command of a brother of General Don BLAS LESOL; acc. to FREYCINET (see the following fn. 2) 2 vols., p. 80, DON BLAS DE LESSO.

[122] [Krämer, p. 74, fn. 2] To date, little is known of his voyage; CANTOVA plotted the ship's bearing on his map (see map fig. 7.) in the Lettres édifiantes, vol. XV, p. 226, edition 1810; but only in the rendition of a letter found with DE BROSSES, vol. II, p. 477, the voyage concerning Mogemog is briefly mentioned. L. DE FREYCINET mentions him in his Voyage autour du monde Historique, vol. II, Paris, 1829, p. 81, and the journey to Mogemog in more detail, but nothing about Palau. Likewise, MURILLO VELARDE, p. 381, only tells of the voyage very briefly . Furthermore CÖELLO II, p. 247, only very briefly mentions BERNARDO DE EGOY. The first report, also the oldest, is published in a letter of a Jesuit Father 1713 to another FATHER JANNINGUS in Antwerp (see Onuitgegeven Brieven Sp. Litt., p. 116). This letter, in extracts, tells of a report of FR. PHILIPPUS BERNARDUS MESNA from June 25, 1712, but does not provide new information. MESNA, it seems, traveled along with EGUI. The report is said to be very muddled. Apparently the report came along with the map, fig. 4, which is said to stem from this voyage. MESNA likewise reports that FATHER GERARDUS BOUVENS, who had just arrived in the Philippines after unsuccessfully searching for the Caroline Islands, without coming to Manila, wanted to return on board the S. Domingo to the Mariana Islands, where he had been working for 40 years. The 79-year old man took his failure to heart and soon afterwards fell ill and died shortly before the departure of the ship (see p. 82, fn. 3 and p. 105).

[Krämer Spanish text, p. 76, fn. 1] The woven mats from Mogemog are indeed colorful. Kr.

[123] [Krämer, p. 77, fn. 1] See p. 76.

[124][Krämer, p. 79, fn. 1] Fn. 1. 2. 3. See left, p. 78.

[Krämer Spanish text, p. 78, fn. 1] The number is illegible.

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[Krämer Spanish text, p. 78, fn. 3] Apparently, the ship was positioned at the northern tip of Babldaob, where the islands of Ngaregúr and Ngarekeklâu are located, of which the first one has two hills connected by a bottomland so that, seen from the sea, they appear to be three islands. JAMES WILSON, 1797, made a similar observation (see fig. 6 G below, p. 128).

[125][Krämer Spanish text, p. 78/79, fn. 2] See the longitude on chart, fig. 3. DELGADO, p. 127, mentions the names of a few islands identified by the natives: Falalep, Mocmoc, Hosor, Sagaley, Mantagaros, Lamo, Groailin, Soon, Galaylay, Bataray,

etc. In MURILLO VELARDE, p. 381, no. 864, some names are different: Mogmog, Sagalay, Matangaros, Croaylen, while CANTOVA's letter in DE BROSSES, vol. II, p. 477, only mentions Falalep, Oiescur, and Mogmog

[126] [Krämer, p. 81, fn. 1] This passage is taken from the translation of Prof. Krämer: I do know neither the meaning of casca, nor of cascado (In the South Pacific, this is the name of a widespread skin disease, the scalp ringworm tinea imbricate. Kr.).

[127] [Krämer, p. 83, fn. 1] Bolo or boloc is the Philippine name for the Castilian machete; both designate a broad, short bush or bowie knife.

[128] [Krämer Spanish text, p. 82, fn. 1 = p. 83, fn. 2] This indicates that Ngarkldéu and Babldáob were already at war at that time, since the smaller islands could only be Goréor and Ngarekobasáng. Kr.

[129] [Krämer Spanish text, p. 82, fn. 3 = p. 83, fn. 3] Probably Pelíliou and Ngeâur.

[130] [Krämer, p. 83, fn. 4] A Philippine braza común is slightly longer than 1.6 m.

[131] [Krämer, p. 83, fn. 5] See left, fn. 3. Referring to [Krämer, p. 82, fn. 3] He was taken along. DELGADO, p. 127, reports: they were said to have brought along two Indians, Peyegu and Tagonan; they wanted to take along more, but were unable to find any. The Jesuits were phlegmatic persons; no one said anything about bringing them back. The Palauan Peyegu later learned Spanish and told the Fathers about his home, etc. DAHLGREN (Litt.) reports that Father PHILIP BERNARD MESNA or MESSIA gives an account of that in a letter that is said to be among the Onuitgegeven Brieven, etc. But neither p. 115 of the book, nor p. 116 of the letter tell more than the mere fact: »One of the many natives, barbarians, came along with us to Manila.«CANTOVA likewise gives an account of the letter of MESSIA (See DE BROSSES, vol. II, p. 478). (See likewise above, p. 75, fn.).

[132] (Krämer, p. 85, fn. 1] Probably the bays of a Irâi and Malágal.

[133] [Krämer, p. 91, fn. 1] See p. 39, fn. 1.

[134] [Krämer Spanish text, p. 92, fn. 1] Como a una posma; the last word is seemingly corrupted; I could not find any satisfactory emendation.

[135] [Krämer, p. 97, fn. 1] See fig. 6, p. 85.

[136] [Krämer, p. 97, fn. 2] See p. 78, fn. 3 and p. 128.

[137] [Krämer, p. 97, fn. 3] Probably meaning: above the foot of the north cape.

[138] [Krämer, p. 99, fn 1] At the southern end of Bábldaob, cf. fig. 5 and chart 3. Kr.

[139] [Krämer, p. 101, fn. 1] Perhaps it should read *desviarme* »moving away« instead of *desvariarme*.

[140][Krämer, p. 102, fn. 1] Nouveau voyage autour du Monde Paris 1728, vol. I, p. 241. The page numbers in this book are all over the place: 241 follows 216 (see also above, p. 73, fn. 3.).

[141] [Krämer, p. 102, fn. 2] According to GRUEL, l.c., WIBAULT was one of the priests who moved by foot together with CORTYL and DU BÉRON (see p. 34, fn. 4) in 1707 from Flanders to Spain in order to volunteer for missionary work. They then traveled through Mexico and the Mariana Islands to the Philippines. From a letter of the brother of JOSEPH CORTYL from 1735, who greatly cared for the fate of his brother, it is known that first the Spanish soldiers, and then both priests, were murdered.

[142] [Krämer, p. 103, fn. 1] The voyages to Mogemog are recorded in a range of books, e.g., with MIGUEL, p. 19, and DELGADO, p. 128; according to VELARDE and JUAN DE LA CONCEPCION, A. V. CHAMISSO also refers to them in his remarks and impressions. More accurate texts are found in the Bull. de la Soc. Indo-Chin, July 1881:

»Découverte et description des îles Garbanzos (Carolines) d'après le manuscrit de l'Archivo de Indias.«Spanish in the Bol de la Soc. geogr.de Madrid, vol. X, 1st semester 188, p. 263—279, where the sources in the Archivo de Indias at Seville are stated more accurately. The copyist in Manila was said <>MIGUEL DE ALLANEGUI who copied SOMERA's account (see above, p. 37), and finally in DE BROSSES, Histoire des Navigations aux Terres australes, vol. II, Paris, 1756, p. 469—488.<missing reference to the year 1731>

[143] [Krämer, p. 103, fn. 2] Pelíliou in the south.

[144] [Krämer, p. 103, fn. 3] Ngatelngál, the mainland at the east coast of Babldáob (or Nggeiángel in the farthest north, SEMPER's Kreiangel, KUBARY's Kayangle).

[145] [Krämer, p. 103, fn. 4] Probably Ngarkldéu, the region in the middle, to which Goréor belongs. The Neuen Welt-Bott, N° 343, p. 90, reads Tagaletö, likewise Peliliö and Panlö.

[146] [Krämer, p. 103, fn. 5] Gogeál, the limestone rocks in general, which likewise were inhabited.

[147] [Krämer, p. 103, fn. 6] Galáp in the north at the east coast, the former name for the district of Ngarárd.

[148] [Krämer, p. 103, fn. 7] The meaning is indeterminable. It could refer to Ngaragúmelbai, the region at the southern tip of Babldáob, whose capital a Irâi is equally important since it is also called Mogulibei.

[149][Krämer, p. 103, fn. 8] aGól, SEMPER's Róll or Ngarenggól in the east of Goréor, but probably the district of Ngaregolóng.

[150] [Krämer, p. 103, fn. 9] aRăklai, the chief, residing in Melekéiok, probably mistaken for Galap, if not referring to the high priest aIrâi, or the high chief Kĕrâi of Ngabúked near Galáp.

[151] [Krämer, p. 105, fn. 1] See above, pp. 75 and 82; the Welt-Bott states that the description appeared in print.

[152] [Krämer, p. 105, fn. 2] The special chart of that group, which CANTOVA dedicated to the Governor General of the Philippines Don FERNANDO VALDES TAMON and which essentially corresponds to the map, fig. 7, is entitled: »Mapa de las Islas de los Dolores o Garbanzos«. It is found on the 3rd sheet of the world atlas of G. MIGUEL, Estudio sobre las Carolinas, Madrid, 1887.

[153] [Krämer, p. 105, fn. 3] »Chickpeas«, which the natives are said to have used to mark these islands.

[154] [Krämer, p. 106, fn. 1] Some decades later, the Jesuits were debarred from the Spanish colonies and replaced by the Augustinians. In 1833, Pope GREGORY XVI assigned West Oceania to the Marists, who, however, preferred the central province of Samoa, etc. In the decree of Pope LEO XIII from May 15, 1886, the Caroline Islands were awarded to the Spanish Capuchins. More about the years 1886 and 1891 below (from the Miss. 1913, pp. 4ff.).

[155] [Krämer, p. 106, fn. 2] Already mentioned above on p. 14, SERRANO, over a period of 37 years, experienced before 1700 eight instances of natives being driven ashore; with another such incident in 1901 (see D. Kol. Bl. 1901, p. 41), and yet another in 1909 (see KRÄMER'S diary), one can assume that every 10 years one displacement from the Central Caroline Islands to the Philippines took place.

[156] [Krämer, p. 106, fn. 3] See KEATE in the index of literature and full particulars of the book in SEMPER. RUBÁSAG told me on Goréor that the shipwreck of the Antelope was caused by calling upon the *galid* a G u ó d e l (see part VII).

[157] [Krämer, p. 108, fn. 1] In SEMPER Arikoko is correctly spelled a Regúgĕr; the chief no. III of Goréor, the successor of no. I the Abba Thulle, is even more correctly spelled a Ibĕdúl.

[158] [Krämer, p. 108, fn. 2] WILSON took this word that has to be pronounced as *pelú* and not as Pelju for a name. It means, however, »village, place«. That is the origin of the incorrect name of the Pelew Islands.

[159] [Krämer, p. 108, fn. 3] [This] should likewise read Regúger since there were two of them, as evident in HOCKIN's account, p. 49, distinguished as the tall one and the small one. See also Bez. VIII. Goréor *blai* II (Part III).

[160] [Krämer, p. 108, fn. 4] He was well built, but had no nose. The surgeon SHARP claims to have noticed scrofula among the natives. Perhaps already at that time syphilis had been introduced by cast away Malayans or Chinese.

[161] [Krämer, p. 109, fn. 1] To this very day, yam for the Englishmen, most of the time, designates taro. MATTHIAS WILSON told that this yam on Pelew is planted at swampy places; thus, these are certainly taro fields (see also p. 15).

[162] [Krämer, p. 109, fn. 2] As far as is known, it could have only come from the Spaniards in 1710 or 1712.

[163] [Krämer, p. 110, fn. 1] Ngarekobasáng.

[164] [Krämer, p. 110, fn. 2] It is said that they landed on one side and marched to the other whereto they had sent their boats. Thus, it could only have been Ngarekobasáng!

[165] [Krämer, p. 111, fn. 1] The old GIBBON remarked to this (see below, p. 138, in SEMPER) that there were many more, larger, and nicer exits (those at the east coast) if he only would have asked the natives.

[166] [Krämer, p. 112, fn. 1] According to GIBBON, the father's name was Waetuk, which, however, is merely a name and not a title.

[167] [Krämer, p. 112, fn. 2] As aforementioned, Ngatelngál is located NE on Babldaob; Emillegue is undoubtedly a Imelīk in the]SW on the same island; Pelíliou is correctly located S of a Ulong.

[168] [Krämer, p. 112, fn. 3] This island can only be Ngarakedlúkl (Gor^{c}rak) across from a Irâi.

[169] [Krämer, p. 113, fn. 1] This high land can only be Cape Melmíl, which conceals the bay of Ngërupesang that follows in the south from the sight of those who remain on the eastern side. See the map of Melekéiok (fig. III) for the site of the battle.

[170] [Krämer, p. 113, fn. 2] The old GIBBON remarks (see p. 138, SEMPER: [orig. text] Dangerous blindness! The Englishmen did not understand . . . the politics of Korryor. This place was raised only by the blind surrendering of Kpt. WILSON to all his request especially by a jealous separating them from all the other places, which thinked . . that the English are the Sepoys of Korryor and were afraid.

The Sepoys, the Indian auxiliary troops of the Antelope, played a great role in combat as colored Englishmen.

[171] [Krämer, p. 114, fn. 1] They were met there by the king's oldest son QUI BFIG.

[172] [Krämer, p. 114, fn. 2] A Imeúngs, the capital of Ngaramlungúi, across from Ngatelngál (Artingall) at the west coast of Babldáob. There, WILSON was presented with the aforementioned wooden sword.

[173][Krämer, p. 115, fn. 1] a Mad from Ngabúked in Ngarárd (see part. III, district II). The bones are Dugong vertebrae. See jewelry, part VI.

[174] [Krämer, p. 115, fn. 2] Ngaramlungúi, the region to which a Imeúngs belongs, district V.

[175] [Krämer, p. 115, fn. 3] a Imelīk in [the] SW of Babldáob, district VI.

[176] [Krämer, p. 116, fn. 1] KEATE did not understand the meaning of the offering of the 10 women, who »did not return with the king of Pelíliou.« It was a delivery for the Bai.

[177] [Krämer, p. 116, fn. 2] a Imeúngs and Ngaramlungúi have already been mentioned, as well as a Imelīk and Cooroora; Arraguy is probably Galëgui and Caragaba the then adjacent Ngaragabáb, both in district VI a Imelīk; Pethoul = *pedúl* »his head« points to Ngarekobasáng, who once ruled over Goréor.

[178] [Krämer, p. 117, fn. 1] The painting was done by the natives. RAA KOOK painted even ornaments on the stern: Two circles, black and white, one within the other, with zigzag patterns going down (star). The king gave precise instructions for them.

[179] [Krämer, p. 119, fn. 1] The History of Prince LEE BOO, etc., London, 1814, 13th edition.

[180] [Krämer, p. 119, fn. 2] JOHN PEARCE HOCKIN: [Orig. text] A supplement to the account of the Pelew-Islands; compiled of the Journals of the Panther and Endeavour two vessels sent by the honorable East-India Company to those Islands in the year 1790 and from the oral communications of Captain H. WILSON, London, 1803. German I. P. HOCKIN's Report (Weimar, 1805). See index of literature, part VIII.

[181] [Krämer, p. 119, fn. 3] According to chart fig.II, recorded by MC. CLUER, 1791, it was the difficult Sar entrance, which he took at, and for, the first time. [On] the first night, he anchored at the northern side of Oroolong (a Ulong). The Denges-Passage was also discovered, as well as the Kesebokú-Passage mentioned below which leads to the Malágal port (map, fig. 12). These charts are published in the collection of maps of ALEXANDER DALRYMPLE: A collection of charts, plans of ports, etc., in the Indian navigation, London, 1781—94, 6 vols., 4 of which are texts.

The 3 Palau charts are found in CLASS XV. Marianes Bashees and Philipinas, no. 23—25.

I owe the discovery of these charts, which for many years I searched for in vain, to the efforts of Dr. HAMBRUCH in Hamburg, where I believed them to be for many years since they must have been available to Dr. L. FRIEDERICHSEN (see chart I).

[182] [Krämer, p. 120, fn. 1] Thus writes the publisher of HOCKIN's report, TH. F. EHRMANN (see part VI, jewelry).

[183] [Krämer, p. 120, fn. 2] The cattle on Goréor later bred in such numbers that it became a burden for the natives, inasmuch as they were unable to domesticate it. Later visitors found it corralled east of the village.

When EAST, p. 307, says, however, that a German warship shortly before his visit in 1882 had destroyed all cattle, he is wrong. I myself still saw surviving cattle (see p. 152, fn. 2).

[184] [Krämer, p. 122, fn. 1] Ngatĕl ngál.

[185] [Krämer, p. 122, fn. 2] a Imelīk.

[186] [Krämer, p. 122, fn. 3] Babldáob, mentioned here for the first time.

[187] [Krämer, p. 122, fn. 4] Melekéiok.

[188] [Krämer, p. 122, fn. 5] a Răklai.

[189] [Krämer, p. 122, fn. 6] a Ibedúl.

[190] [Krämer, p. 122, fn. 7] Ngarárd.

[191][Krämer, p. 122, fn. 8] Kĕrâi, SEMPER's Krei.

[192] [Krämer, p. 122, fn. 9] Goréor.

[193] [Krämer, p. 122, fn. 10] In actual fact, it measures 150 km instead of the estimated 100.

[194][Krämer, p. 122, fn. 11] *galid*, »priest« or »demon«, but not a title.

[195] [Krämer, p. 124, fn. 1] a Irâi. Further down, on p. 56, it is stated that the natives of all islands venerate it as a holy city because it is the seat of the great prophet, the Chief Rupak.

[196] [Krämer, p. 124, fn. 2] Ngarkldéu, the district VIII.

[197] [Krämer, p. 124, fn. 3] Goréor.

[198] [Krämer, p. 124, fn. 4] The information that this stone bank was one English mile long, 12 feet high, and 15 feet wide on top makes no sense, since it is added that »beginning in the city, it stretched a quarter mile until the most outer reef«. In fact, it is only 270 m long. That at that time the northern jetty still existed is clear from chart fig. 10.

[199] [Krämer, p. 124, fn. 5] Correct *săgălêi*.

[200] [Krämer, p. 125, fn. 1] That is a *băr'rák*: see index of money and commodities. Part VIII.

[201] [Krämer, p. 127, fn. 1] Voyages made in the year 1788—89, London, 1790. The book is insofar exemplary, as each page header states month and year. The charts contain dates and bearing (see p. 119).

[202] [Krämer, p. 128, fn. 1] See Litt., part VIII.

[203] [Krämer, p. 128, fn. 2] JAMES HORSBURGH, India Directory or Directions for sailing to and from the East Indies, China, New-Holland, etc., London, 1826, 3rd Edit., vol. II, p. 498.

[204] [Krämer, p. 128, fn. 3] Mentioned by A. KRUSENSTERN, Beiträge zur Hydographie, etc., p. 98; in more detail, the voyage is described by J. ESPINOSA, Memorias etc., vol. II, p. 22 (see Sp. Litt.).

[205] [Krämer, p. 128, fn. 4] The correct location (as far as is known) of the Ngáruangel Reef is 8° 11′ and 134° 30′. Nggêiangel is located southeast thereof at a distance of 15 nautical miles.

[206] [Krämer, p. 129, fn. 1] It is beyond doubt that Pelew refers to Pelíliou, while for WILSON it referred to Goréor (see above, p. 108, fn. 2). Niaur is Ngeâur.

[207] [Krämer, p. 129, fn. 2] Together ca. 350 m.

[208] [Krämer, p. 129, fn. 3] Probably the water puddles of Ngariáp, which already at that time had most likely been deserted.

[209] [Krämer, p. 130, fn. 1] JAMES HORSBURGH, India Directory or Directions for sailing to and from the East Indies, China, New-Holland etc., London, 1826, 3rd Edit., vol. II, p. 498.

[210][Krämer, p. 130, fn. 2] DUMONT, I. vol., p. LXXII and V. vol., pp. 394—96.

[211][Krämer, p. 131, fn. 1] DUMONT, II, V. vol., pp. 267—269.

[212][Krämer, p. 131, fn. 2] See Litt. KOTZEBUE, 3rd vol.

[213] [Krämer, p. 132, fn. 1] Also Fároilap (see p. 13) was paid a visit. FREYCINET (Litt. 2nd vol., p. 147), who met him in May of 1819 in Guam, tells that he gathered from the Major, who was born on Guam, a great deal of relevant information.

[214] [Krämer, p. 134, fn. 1] 11 had drowned.

[215] [Krämer, p. 134, fn. 2] This is the only information given pointing to the place of their arrival. The name of the village where they lived, etc., cannot be ascertained, but it follows from the general information that 1) it was located on the western coast, 2) at a large wide inland water, and 3) near a small island with fresh water, only ½ a mile away from land, 4) at the end of the island. Therefore, it is rather probable that the place was Ngarekeâi at the small island of Gokerdū; another possibility would be the island of Ngell near the village of Medórom, or Ngarekobasáng. It cannot be decided with absolute certainty.

[216] [Krämer, p. 135, fn. 1] MIKLUCHO-MACLAY (see below, p. 149) tells of him: »In order to give an idea of CHEYNE's character, I will give an account of the events as I was fully credibly told of them on the Palau Islands. CHEYNE sailed with a merchant steamer to the Salomon Islands, hiding behind his cargo of sandalwood a number of natives, and then, pretending to intend to trade with them, brought hostile natives of another island on board the same ship. The unarmed unlucky ones, who in no way were prepared for an encounter with the enemy on a European ship, were slain. After this brutal slaughter, the natives on board wanted to devour the flesh of their enemies, which CHEYNE would have probably allowed if his crew members would not have gotten upset about it.

On John Davy, see also pp. 138 and 139.

[217][Krämer, p. 136, fn. 1] Litt. Semp. II, p. 7; see also below, p. 139.

[218][Krämer, p. 136, fn. 2] SEMPER, II, p. 24; TETENS, p. 238. JAMES GIBBON noted for 1860 and 61: WOODIN's »Lady Leigh« and CHEYNE's »Black Rive Paket«, and finally »Bing's Helen«.

[219] [Krämer, p. 137, fn. 1] More accurately a Rĕgĕlulk, the later friend of SEMPER, whom I still met at an old age in 1907 as Mad in Ngabúked. Erstwhile, such promotion is not likely, since SEMPER, II, p. 260, says to him »even if you never will become Mad«.

[220] [Krämer, p. 137, fn. 2] CARL SEMPER was born on July 6, 1832 in Altona and died on May 20, 1893 in Würzburg, where in 1866 he obtained his university lecturing qualification (in zoology) and was appointed Full Professor in 1868. 1858 he arrived in Manila and traveled around the Philippines as to set sail for Palau in 1861. In 1863 he was in Bohol, 1864 in Mindanao. His wife, a German from Manila, attended my lecture on the Palau Islands in 1908 at the Geological Society in Berlin. Semper II refers to his important book »The Palau Islands in the Pacific« (see Litt.).

[221] [Krämer, p. 137, fn. 3] This course of action, however, is explained through the below mentioned contract of CHEYNE with A IBEDUL from March 5, 1861; but why was it kept secret from WOODIN and the others? Certainly because it was known that the rest of Palau, which with no right and power was disposed of, would not have recognized it.

[222] [Krämer, p. 137, fn. 4] SEMPER II, p. 271, tells of the Palauans as saying: »We, the people of Palau, lie quite a lot, but Cabel Schils does it even more.« Such did the Palauans call CHEYNE.

[223] [Krämer, p. 137, fn. 5] l. c., p. 41.

[224] [Krämer, p. 138, fn. 1] He had taken residence in Tabatteldil at a Urung (see Kr. Diar from 06.14.07).

[225] [Krämer, p. 138, fn. 2] The »one hundred feet high bare wall« at the southern side lends to this conclusion (SEMPER II, p. 227) (see chart 3 φ 31´).

[226] [Krämer, p. 138, fn. 3] See above, p. 111 ff.

[227][Krämer, p. 138, fn. 4] See p. 135.

[228][Krämer, p. 139, fn. 1] Ngaramlungúi. Furthermore, he owned the island of Malaccan (Malágal).

[229] [Krämer, p. 139, fn. 2] SEMPER places Palaú next to it in parenthesis, completely misjudging the connection (see p. 73).

[230][Krämer, p. 139, fn. 3] J. GIBBON: Miller's Aces.

[231][Krämer, p. 139, fn. 4] STEINBERG-TETENS, p. 243. The meeting with SEMPER, there [at] p. 245.

[232] [Krämer, p. 140, fn. 1] l. c., p. 263; this can only be a reference to Ngatmadêi at the Kloul táog, which still existed at that time.

[233] [Krämer, p. 140, fn. 2] S. writes Emungs.

[234] [Krämer, p. 140, fn. 3] l. c., p. 279: »a low, sandy island, bordered only in the south by limestone cliffs«, correctly spelled Ngemelís. C.f. Geography.

[235] [Krämer, p. 141, fn. 1] A section of the picture stories is published by A. B. MEYER (see Litt.) without commentary. See likewise K. WOERMANN, Geschichte der Kunst [Art History], p. 56; there, a colored rendition.

[236] [Krämer, p. 141, fn. 2] l. c., p. 334.

[237] [Krämer, p. 141, fn. 3] This is all the more regrettable, since in the Journ. Mus. Godeffroy, no. II, TETENS provides valuable information about Yap and actually knew the lives of the natives well.

[238] [Krämer, p. 141, fn. 4] KUBARY I, p. 22, likewise heard of this reason for his death when he was in Melekéiok.

[239] [Krämer, p. 141, fn. 5] Presumably a Ikrumál (Gor. At 2, gen. IV).

[240] [Krämer, p. 141, fn. 6] JAMES GIBBON reported this date for the visit of the American ship »Bird«.

[241][Krämer, p. 142, fn. 1] See STEINBERG, p. 201.

[242] [Krämer, p. 142, fn. 2] See SCHMELTZ-KRAUSE'S catalogue, REINECKE'S Samoa, and my monograph »Die Samoa-Inseln« [The Samoa Islands].

[243][Krämer, p. 142, fn. 3] l. c., p. 235.

[244] [Krämer, p. 142, fn. 4] The events were narrated on May 30, 1867 in the Overland China Mail in Hong Kong. Globus, vol. 12, p. 59, published an account thereof under the title »How a European Navigator became King on the Peliu Islands«. In »On the Extinction of the Indigenous People«, Leipzig, 1868, p. 141, GEORG GERLAND publishes an excerpt thereof. Finally, MIKLUCHO-MACLAY mentions that the natives filled up CHEYNE's ship for three times, and that he sold the cargo for tens of thousands of dollars in Hong Kong and Manila but paid the natives only meagerly and in breach of their agreement. But only when he established trade relations with Melekéiok to the detriment and peril of Goréor, and delivered rifles and ammunition despite to it representations made by the people of Goreor, was it decided to kill him. When he was in his house one evening, the natives called him to the beach for the reason that trepang from Babldáob had arrived for him; his wife (Genealogical table of Goréor 4, IV) warned him against leaving the house and advised him to bring along at least his revolver, which, however, he refused. As he stepped outside, a man lying in wait hit him with a hatchet over the head; a struggle ensued, whereby he was thrown to the ground. His chest was crushed with a stone; a man from Yap is finally said to have bitten through his throat.

[245] [Krämer, p. 143, fn. 1] In MITCHELL's Maritime Register, the date is June 1870, which is reported in the Nautical Magazine, 1870, p. 386.

JAMES GIBBON reports for 1870: Adam's Renown wrecked, Robinson H.M.S. Rinaldo, French vessel Bushro.

[246] [Krämer, p. 144, fn. 1] Died on April 23, 1916, at the age of 83, in Laibach after many years of service in Triest as inspector of the Imperial-Royal Zoological Station.

[247] [Krämer, p. 144, fn. 2] Journ. Mus. Godef., vol. I. He stayed there for 3 months (FINSCH).

[248] [Krämer, p. 144, fn. 3] Journ. Mus. Godef., vol. II (together with TETENS).

[249] [Krämer, p. 144, fn. 4] Journ. Mus. Godef., vol. IV, 1—62 (see Litt.,KUBARY I).

[250] [Krämer, p. 145, fn. 1] On April 20, 1871 he wrote to his mother, among other things: »On April 1, thanks be to God, my two-year contract will end! I say thank goodness . . . . and have one more wish; that the rest of the time will pass as quickly, or, which would be even better, that he would release me as soon as possible. I lose here the 5 best years of my life, age quickly, and forget what an orderly life is, and I am even paid for this by the rich master, which is a shame. For several times, I had the opportunity to find an entirely different occupation with good pay, but would not do it, since in the end, Mr. GODEFFROY in the coming letters will notify me of a substantial improvement of my situation«, etc.

Not until October 23, 1873 did he write from Ponape: »Mr. GODEFFROY wrote that he wished me to continue travelling for him until 1879. He would pay me 1000 Thaler annually and a final bonus of 2000 Thaler. Basically, I agree to this idea, but I, too, can feel the necessity to see you and to breathe freely again, in order to regain my strength to once again dive into the darkness of the South Pacific. Therefore, I intend to return at the end of this year and hope to be able to kiss your hand mid-1874, which the Almighty might grant.—«

[251] [Krämer, p. 145, fn. 2] J. GIBBON reported for 1871 the Mire »Iserbrook«.

[252] [Krämer, p. 146, fn. 1] He, at the same time, was Ngirturóng of a Imeúngs (see that).

[253] [Krämer, p. 147, fn. 1] See Journ. Mus. God. Vol. VIII, p. 136.

[254] [Krämer, p. 147, fn. 2] Perhaps here or in Jaluit he left his consort NOSI behind; anyhow, in the 1880s, she was married to a German and lived in Djalút (Jaluit).

[255] [Krämer, p. 147, fn. 3] »Contribution to the Knowledge of the Nukuoro- or Monteverde Islands.«Mitt.Geogr.Ges. Hamburg [Reports from the Hamburg Geographical Society], XVI vols., 1900.

[256] [Krämer, p. 147, fn. 4] »The Inhabitants of the Mortlock Islands«, Mitt.der Geogr.Gesellschaft in Hamburg, 1878—79, pp. 1—76, where the explorer is shown on plate III. On Truk, all islands are called Ku. On Truk, ibidem, 1887—88 and in the »Ethnographische Beiträge zur Kenntnis des Karolinenarchipels« [Ethnographic Contributions to the Knowledge of the Caroline Archipelago], p. 46.

[257] [Krämer, p. 148, fn. 1] For the industry and trade of the Ruk Islanders, see Ethnographische Beiträge, etc., p. 46—77 (see Kub. VIII).

[258] [Krämer, p. 148, fn. 2] A drawing according to a picture of the explorer; see under Melekéiok, Part III.

[259] [Krämer, p. 148, fn. 3] The G-string.

[260] [Krämer, p. 149, fn. 1] Exploration in the Caroline Islands.The geogr. Journal 13, 1899, p. 107.

[261] [Krämer, p. 150, fn. 1] The district is called Ngarkldéu, referring to the appendant island of Goréor, which he also calls Koror.

[262] [Krämer, p. 150, fn. 2] The district of Ngatelngál.

[263] [Krämer, p. 150, fn. 3] According to the records of Mr. E. HERNSHEIM, which I owe to him. He died on April 13, 1917 (see D. Kol. Ztg. [German Colonial News] 1917, p. 78). The book of his brother FRANZ H., »Südsee Erinnerungen« [South Pacific Memories], contains many charming details on Palau in word and image, but nothing political and no dates. A. RENOUARD, »Les îles Carolines« in Bull.de la Soc. de géogr.de Lille, vol. 4, 1885, pp. 468—481, writes »Coervan«, [and] J. GIBBON in his Ship's Log, 1874, HERNSHEIM »Koran«.

[264] [Krämer, p. 151, fn. 1] La isla de Yap by D. José Montes de Oca. Bol. Soc. geogr. d. Madrid, vol. 34, 1893 (1st series), p. 256.

[265] [Krämer, p. 151, fn. 2] Around this time, the settlement on Neu-Lauenburg was founded, which later was transferred to the island of Matupit at the Blauche lagoon. This lagoon and the Simpson harbor were discovered 2 years earlier by the English Captain SIMPSON on the H. M. S. »Blanche«. F. HERNSHEIM joined the business of his brother and traveled to Hamburg where the Company HERNSHEIM & CO, with headquarters on Matupit, was founded.

[266] [Krämer, p. 152, fn. 1] See the letter in E. T. DE ANDRADE, Historia del Conflicto de las Carolinas, Madrid, 1886, p. 5.

[267] [Krämer, p. 152, fn. 2] The hero of Havana who in 1870 encountered the »Bouvet«. The travelogue in the Annalen der Hydrographie, 1876, p. 263, does not tell anything new. It should, however, be mentioned that the »Hertha« was held responsible for having extinguished the cattle from the time of WILSON, which, albeit being wished for by the natives, is not true (see p. 120, fn. 2).

[268] [Krämer, p. 152, fn. 3] The picture stories of the Bai often depict how his ship was cut off by natives in Melanesia. In 1898, the S. M. S. »Falke« punished the inhabitants of N. O. Bougainville for the murder of Captain KOLSHORN (sic!) and the plunder of the ship »Seaghost«.

[269] [Krämer, p. 152, fn. 4] The »Rupak« had been in Palau previously; additionally, a Spanish ship, the »Irei«, and an English one under Captain MILSE are mentioned for 1872.

[270] [Krämer, p. 152, fn. 5] RUSSELL ROBERTSON, »The Caroline Islands«, Transactions of the Asiatic Soc. of Japan, vol. V, part I, 1876 to 77, pp. 41—63.

[271] [Krämer, p. 152, fn. 6] See his account in Litt.; see likewise p. 120, fn. 2.

[272] [Krämer, p. 152, fn. 7] See 2 photos in G. Riemer (Litt.) from the year 1876 (see Goréor).

[273] [Krämer, p. 152, fn. 8] a Răklâi of Melekéiok.

[274] [Krämer, p. 153, fn. 1] J. GIBBON noted: 1880 Keats's Lilla. English. The ship was owned by O'KEEFE in Yap (KUBARY II, p. 139).

[275] [Krämer, p. 153, fn. 2] It is told that he was accompanied by a half-caste who spoke a little English and German since for several years he was the servant of a German Baron who sought to establish trading stations and frequently came to Melekéiok. Was it KUBARY or MICLUCHO-MACLAY?

[276] [Krämer, p. 153, fn. 3] It is mentioned in the Proc. of the Roy. Geogr.Soc., vol. VIII, 1886, that a certain HÜBNER was on board. This can only be FRANZ HÜBNER, who collected for GODEFFROY and is mentioned in SCHMELTZ-KRAUSE (see Litt.), p. 16. Being unable to attend, C. BRIDGE caused his lecture in the Society in 1887 to be read by the purser MATTHEW. In 1899, he mentions his meeting with KUBARY on Palau in 1883.

[277] [Krämer, p. 154, fn. 1] France, too, contested the Spanish claim. La Gazette géogr., 1885 I, p. 172. England, see above, p. 152.

[278] [Krämer, p. 154, fn. 2] See DE ANDRADE, l. c., p. 396.

[279][Krämer, p. 154, fn. 3] See Deutsche Kolonialzeitung, 1885, p. 565 and 1886, p. 67.

[280] [Krämer, p. 154, fn. 4] Memoria sobre las Carolinas y Palaos.Bol.Soc.géogr.de Madrid, vol. XIX, II. Sem. 1885, p. 144.

[281][Krämer, p. 154, fn. 5] Las islas Palaos. Bol. Soc. geogr.Madrid, vol. 33, 1892, pp. 393—433. The Royal Decree was from March 15, the Papal from May 15 (Aus d. Miss., 1912, p. 31 and 61). Father ANTONIUS arrived in 1886 in Yap and 1891 in Palau. Fr. LUIS died in 1903 on Palau. In 1892, Fr. TORRIBIO arrived from Filiel, [in] 1897, Fr. SILVESTER from Santibanez, and in 1903, Fr. CHRISTOBAL from Canals (see KRÄMER'sDiar.).

[282][Krämer, p. 155, fn. 1] See Deutsches Kolonialblatt, 1900, p. 106.

[283] [Krämer, p. 155, fn. 2] Distinguishing the Caroline Islands from Palau is completely unsubstantiated since from time immemorial, the Caroline Islands include the Palau Islands.

[284] [Krämer, p. 157, fn. 1] aRénged is the name given to the hill just north of the isthmus of Delóbok a gól »the indented (at the village) of aGól«.

[285] [Krämer, p. 157, fn. 2] SEMPER II, p. 133, says: »The location where we were standing, in a west-eastern direction, was the narrowest, and less than half an hour wide. Right below, northward, the land once again opened up considerably, so that that northern realm and its allied countries seem to be located on an island that is only connected by a small land neck with the main land«.

[286][Krämer, p. 157, fn. 3] D. K. Bl., 1906, p. 282.

[287] [Krämer, p. 158, fn. 1] The police constables told me that the condemned prisoner bravely faced the bullets.

[288] [Krämer, p. 158, fn. 2] Pelíliou.

[289] [Krämer, p. 158, fn. 3] See also D. K. Bl., 1907, p. 286.

[290] [Krämer, p. 158, fn. 4] D. K. Bl., 1907, p. 661 with 4 illustrations.

[291] [Krämer, p. 159, fn. 1] In January of 1907, the »Germania«, on route from Hong Kong to Jaluit, touched for the first time the port of Malágal, on board the Missionaries sent for Palau, viz., the Father Superior Salvator Walleser and 3 Brothers. At first, the old Spanish Mission north of the road from Goréor to Ngarmid served as their residence until the new, airier, and pleasantly located house south of the road was built (Aus d. Miss., 1909, p. 11 and 12 with 2 illustrations).

[292] [Krämer, p. 160, fn. 1] The Rhine-Westphalian Capuchin Province in Ehrenbreitstein has jurisdiction. On March 1, 1911, Pope Pius X. elevated the two Apostolic Prefectures of the Caroline and Mariana Islands to an Apostolic Vicariate. Fr. Salvator Walleser was named Titular Bishop (s. Litt.).

The Sisters came from the III. Order of St. Francis, Mother House Rupprechtsau b. Straßburg i. E.

[293] [Krämer, p. 160, fn. 2] I learned the particulars from letters of my interpreter WILLIAM GIBBON. See also Aus. d. Miss., 1912, p. 26 and 1913, p. 29.

[294] [Krämer, p. 160, fn. 3] Aus. d. Miss. 1913, pp. 31 and 43.

[295][Krämer, p. 162, fn. 1] sau, sweetheart, songél, his darling.

[296][Krämer, p. 162, fn. 2] An image thereof is printed in »Aus den Missionen« 1912, p. 19.

[297] [Krämer, p. 162, fn. 3] For an image, see Aus d. Miss., 1912, p. 19.

[298] [Krämer, p. 162, fn. 4] The cook's name was Johann, a half-caste and the son of a German on Yap, married to a local woman (see plate 3). We had brought him along from there and trained him as cook. He died later on in Yap. The Palauan Mangelíl was taken on as servant (for 1½ months).

[299] [Krämer, p. 163, fn. 1] See his report on the occasion of an earlier visit in D. Kol. Bl., 1907, p. 289.

[300] [Krämer, p. 163, fn. 2] Cf. KUBARY's visit, p. 145.

[301] [Krämer, p. 167, fn. 1] See SemperII, p. 50 and above, p. 138.

[302] [Krämer, p. 167, fn. 2] Gor.At. 3. Gen. V. Golegeril; see above, p. 164.

[303] [Krämer p. 168, fn. 1] We had brought along the boy Tondo from New Mecklenburg, who, two months later, was returned home by the S.M.S. »Planet«. Soon after this he is said to have died. The book on New Mecklenburg provides further

particulars in the introduction on p. 188. Ubai and Mikel, two boys from Palau, (see Goréor At. 2 Gen. VI) provided us with help;, Ulúi (a cook), Madalarákt and Ililâu, the first two speaking German, later provided especially faithful and untiring (see plates 3 and 4)assistance.

[304] [Krämer p. 168, fn. 2] See above p. 136 and Goréor Blai 24; his picture is shown on plate 4^3.

[305] [Krämer p. 168, fn. 3] See chart 3 φ 21′ 30′′.

[306] [Krämer p. 169, fn. 1] Further information about those boats that were driven off their course is found in D. Kol. Bl. 1909, p. 31 and 126.

[307] [Krämer p. 169, fn. 2] See chart 2 φ 15′.

[308] [Krämer p. 170, fn. 1] See chart 3 φ 30′ and side plan b.

[309][Krämer, p. 173, fn. 1] Chart 3, φ 27′.

[310] [Krämer, p 175, fn. 1] The author of another booklet, El conflicto Hispano-Alemán sobra la Micronesia, Madrid 1886, J.C., remains unknown.

[311] [Krämer p 177, fn. 1] Truk, properly pronounced, sounds like Djuk; the fricative dental dj frequently sounds like tr in the Caroline and Marshall Islands.

[312] [Krämer, p. 182, fn. 1] SEMPER I, p. 14, is of the opinion that the word is definitely wrong, while Palau is correct. Later, the Spaniards would have called the place Pálaos, and Palaós for paraú, [while] the natives say Palaú, all of which are misleading. SEMPER II, p. 23, says that the islands were also named Islas Palos after the masts (palos), made from the coconut palm stems, but this is entirely impossible as the origin of the name Palau.

On the tombstone of Lee Boo, who died in England, the English refer to him as a native of the Pelew or Palos Islands. See The History of Prince Lee Boo, London, 1814, 13th Ed.

[313] [Krämer, p. 183, fn. 1] See DE BROSSES, II, B, p. 458.

[314] [Krämer, p. 183, fn. 2] See above, p. 108, fn. 2.SEMPER I wonders if Pelew could not have been derived from Peleliu, which is not the case.

[315] [Krämer, p. 183, fn. 3] THIEMES großes Dictionär [Comprehensive Dictionary], 1866, states the correct pronunciation of Pelu. Think of blew, flew, crew, etc., to realize that “ew” is often pronounced as “u” and not as “ju”.

[316] [Krämer, p. 184, fn. 1] Admittedly, Carau, p. 29, and Palao, p. 49, can be considered to be precursors.

When Meinicke (Die Inseln des Stillen Oceans [The Islands of the Pacific Ocean], 2 vols., p. 345) thinks that the name Palau was already given to the western islands in the 17th century by the transfer of the name of the westernmost island to the entire archipelago, he confuses it with Palaos; the transfer took place the other way around.

[317][Krämer, p. 185, fn. 1] *tokói*, »to speak, language«.

[318] [Krämer, p. 185, fn. 2] *Pălâu* is the name of a tree on Pálau (Wall. *peláu*); *pelâu* also means »you« (see Part IV. Language and the Story of Tutau). The same is true for the word Samóa that in poetry is often pronounced Sámŏa.

[319] [Krämer, p. 185, fn. 3] I already expounded on that at an earlier place (Kr. III). Codrington writes Panoi.

[320] [Krämer, p. 185, fn. 4] The transformation from “g” to “b” or “w” occurs frequently; cf. Gascogne = Basken, Vasgen; Ghibellinen = Waiblinger; Guelfen = Welfen; Guillaume = Wilhelm, etc. Whether or not the Marau on Guadalcanar (see Codrington, The Melanesians, pp. 256 and 260) is related has to remain an open question.

[321] [Krämer, p. 187, fn. 1] Geogr. location φ 6˚53´ 19´´ (Observation point N. Ngeaur (Angaur), 8˚ 2´ N. Nggeiangel, E. Cape Babldáob 7˚ 30´, observation point Madalai (Goréor) φ 7˚ 20´ 31´´ N., λ 137˚ 30´ E. (see Lit. R. M. A. III, right top). See demography.

[322] [Krämer, p. 187, fn. 2] The island of Matadór that is shown on the charts as most eastern of the Kapingamarangi does not exist.

[323] [Krämer, p. 188, fn. 1] Bathymetric Charts of the Oceans.Publication of the Institute for Oceanography, New Series A. Vol. 2, Berlin, 1912 and the Zeitschrift der Ges.für Erdkunde zu Berlin [Journal of the Geographical Society in Berlin], 1913, p. 388, where Gerhard Schott introduces and reviews the chart that was completed until March [of] 1913. That the 4 yellow Caroline shelves are not yet accurately recorded, however, is more than likely. Some soundings here were still missing.

[324] [Krämer, p. 188, fn. 2] E. Krämer-Bannow: Bei kunstsinnigen Kannibalen, Berlin, D. Reimer, 1916, pp. 237 and 264.

[325] [Krämer, p. 189, fn. 1] Semper II, p. 224, is of the opinion that these »Kokeál« seem to be elevated atolls, which, however, is out of the question.

[326] [Krämer, p. 189, fn. 2] Kubary I., p. 31, calls the volcanic land Risojoss by mistake; however, only the volc. black rock, and not the land, is called *risóis*.

[327] [Krämer, p. 189, fn. 3] Kubary I, p. 31, alleges a height of 1500 feet and the surrounding Gogeál = 2000 feet, which is much too high. The mountain has 2 peaks (Plate 7^2).

[328] [Krämer, p. 189, fn. 4] I myself was never on this islet. Kub. l. c. says that it consists of 2 rocks, Ngarawydyn and Ngorur.

[329] [Krämer, p. 190, fn. 1] Chart 3, side plan a, and chart R. M. A. III. l. o. (see Litt.); between the two Toi is an island with a natural bridge (see plate 7.).

[330] [Krämer, p. 190, fn. 2] See plate 7_2, named after Diripkál from Ngarbagéd (q.v.); at this rock, to the east, a deep blue hole is found that, according to legend, was formed when Gobagelbagelsekerél dropped his *gorúsog* pounder (see History of a Úgelpelú, Part VII).

[331] [Krämer, p. 190, fn. 3] Kub. I, p. 31, correctly states that lava rocks crop out on the narrows between these two islands that fall dry at low water.

[332] [Krämer, p. 191, fn. 1] I was once given the name Bitalogeáng for it, but this name apparently belongs at the same time to Ulupságel, for which Kubary uses it also. Therefore, I named this island maze Songél a Lise, »The Sweetheart of Lise«, with the justification that the both of us explored and mapped it first. (see p. 162 and p. 203).

[333] [Krämer, p. 191, fn. 2] See the Gesch. Das Blai Ngaragabál in Part VII; on Kub.chart I, Ngarakelngáel J. is written in the wrong place.

[334] [Krämer, p. 193, fn. 1] At the southeastern side of the first basin is a flat land that stretches up to the second basin. There is a small coconut plantation. Climbing eastward over the limestone rock, one reaches the sandy beach of Ngarenggól, where the story of a Ugelpelú—the sunken coral island—takes place, the remaining sand of] which, a Gol, on the a Ugelpelú reef takes a bearing of E 14˚ S, the cape Ngaramedíu of S 34˚ W, and the cape Gasemíeg at S 29.5˚ W. The sandy beach of Ngarenggól runs in a W.S.W. direction, and is separated into two parts by a rock cape with a tunnel, called Pkul a bëap or Goubailií. The beach is protected by the a Ugelpelú reef, but does not have a fringing reef, which only begins after ca. 600 m to the north and there has a boat entrance called Ngasaksâu. (Fig. 28, p. 213 and chart 2 side plan).

[335] [Krämer, p. 193, fn. 2] Bitang lo keáng is spelled incorrectly because *bitang*,»side«, as a word, is autonomous; *bital*, however, is used in association with other words.

[336] [Krämer, p. 193, fn. 3] *Ráel*,»way«. Because of their importance as sign posts, I gave them this name in the absence of an existing name.

[337] [Krämer, p. 194, fn. 1] The »Stone of Gobagád«, a demon woman.

[338] [Krämer, p. 194, fn. 2] Songél a Born; see below, p. 204.

[339] [Krämer, p. 194, fn. 3] »The Gurney«, south of which, at the eastern side above sea level, is the fabled cave Itumrúkŭl (fig. 21, p. 204), and at its western side, the dome-shaped grotto a Il debúsŏg, the »Cave of the Shell Horn«, into which one can enter by boat (see Krämer I, p. 180). According to Kub. V., p. 30, Augel sum (see the Gesch. von a Ugelsung, Part VII) drove through the limestone wall.

[340] [Krämer, p. 194, fn. 4] Cape of the pngêi-bushes, according to Kub. V., p. 30, is said to be the name of the Gogeál Aytumrúkul, which is the name of the cave.

[341] [Krämer, p. 195, fn. 1] Correctly Gor'rak, because Gorak is the name of an island near Nggêiangel (District I).

[342] [Krämer, p. 196, fn. 1] A rather regular right triangle—the right angle pointing to NW, the hypotenuse to SE—if the NE tip would not be missing, with the result that there is also a NE beach.

[343] [Krämer, p. 197, fn. 1] This was the location of the Japanese station Gológel in 1909.

[344] [Krämer, p. 197, fn. 2] Visited by Semper; see above, p. 140. Semper II, p. 279, says: »In Eimeliss, a low sandy island with very few trees that is surrounded by limestone cliffs only on its southern edge, we held our siesta. From there, Peleliu is located almost exactly to the south; both islands are elongated and form a wide arch which the actual reef in the west does not follow in a parallel manner. From Eimeliss, bending southeast, it runs into the direction of the next islands, gradually declining until the depth of the aforementioned plane under the water, so that its shore is not outlined by the surf anymore. Thus it happened that, setting sail and without passing the reef of Eimeliss, we reached, bit by bit, the increasingly deeper, finally dark-blue water of the open ocean.« The indentation is clearly seen on Kub.'s chart I. By all appearances, it seems to have been inhabited at one time (see the History of the Destruction of Ngardolólok and the a Guódel, the fossilized ship of which is said to be Ngikur; also the History of Ugelkeklâu.).

[345] [Krämer, p. 198, fn. 1] This name follows Kub. I, p. 36; see charts 1 and 2.

[346] [Krämer, p. 198, fn. 2] Ngaregolóng.

[347] [Krämer, p. 198, fn. 3] Ngaramlungúi (7˚ 32´).

[348] [Krämer, p. 198, fn. 4] Seem to be flat, which I, however, could not observe.

[349] [Krämer, p. 199, fn. 1] I could of course not observe the deep water. What Kolssobol refers to in my notations is not clear to me.

[350] [Krämer, p. 199, fn. 2] Undoubtedly this is the »70 Islands« Ngarekeuíd.

[351] [Krämer, p. 199, fn. 3] In its place, I have taken down Goilúg; my Gomakáng is located farther to the west.

[352] [Krämer, p. 199, fn. 4] Mc Cluer calls the island of Ngëregóng Akamokum.

[353] [Krämer, p. 199, fn. 5] I call it Ngemelís, which is separated from the islands of Desómel and Būk; see above.

[354] [Krämer, p. 199, fn. 6] See fn. 5.

[355] [Krämer, p. 199, fn. 6] See fn. 5.

[356] [Krämer, p. 199, fn. 7] Ngëregóng, where I once stayed overnight in a small open shed on a journey to Pelíliou. The island is so small that not many warriors could have lived there. Mc Cluer calls the island Akamokum, while he calls a Ilmálk Earakong (Fig. 11).

[357] [Krämer, p. 199, fn. 8] Ngaregamâi; see the History of the Destruction of Ngardolólok.

[358] [Krämer, p. 200, fn. 1] Ngerugelptáng and Ngargersíul (see p. 198).

[359] [Krämer, p. 200, fn. 2] Gotuet.

[360] [Krämer, p. 200, fn. 3] Probably a Īldaob, »The Sea Cave«.

[361] [Krämer, p. 200, fn. 4] I supplied the names. I, too, listed Medebús and Ngaregëu; between them is found Peluál asmâu. Ngaregëu has a Pkul a Boi past the Galid (see the History of the Mangidáp). It is the home of the demon Okiúamegú who corrupts men (see bl. VIII. Gor.).

[362] [Krämer, p. 200, fn. 5] See the History of Mangidáp. Part VII.

[363] [Krämer, p. 201, fn. 1] A cave is said to be in Ngaramíeg, which is visited by the family of the Blai VII a Ingeáol from Goréŏr with votive offerings. The History of Ugelkeklâu tells of a bay of Metúker uikúl. See p. 224, Iikr uikúl. Goikúl is part of Ngaláls. Likewise, a Pelúgoár is mentioned on Ilmalk (see p. 200).

[364] [Krämer, p. 201, fn. 2] Off the island is a circular reef with a sandy island (see chart 2, according to the S.M.S. »Planet«). Mc Cluer came in north of it.

[365] [Krämer, p. 201, fn. 3] On Kubary's chart I, east of a Ilmalk, a large reef bay with harbor is sketched which, however, does not exist.

[366] [Krämer, p. 202, fn. 1] Also called Búikmangâi, such as can be seen in the History of the Spider Mangidáp. On Kubary's chart I, this Buig is called a mangaji, the Kloul toi, which, however, is Toi Aklomatáol; the water south thereof is Armarant Lagoon. Kub.I, p. 36, tells of the Legend of the Kamasiokl. The depth of this passage is 27 m, of the large one, 37 m.

[367] [Krämer, p. 202, fn. 2] The fishing place of the Gosilék, who resided on a Ulong. Kub. V., p. 30, calls it »The Passage of the Sheet Ropes« by mistaking *klemát* (= ropes) with *klemadáol*,»Stone Structure-Way.« The strait he meant is found near Ngesebús (see above, p. 197).

[368] [Krämer, p. 202, fn. 3] Chart 2; position taken from the mountain a Lmūt (φ 27′) in 203°, Kekerel toi in 213°, Kloul toi in 218°, Ngarekeuíd in 219—20°, a Ulong in 221-230°.

[369] [Krämer, p. 202, fn. 4] On Kub.'s chart I, the high cape is called Mount Aremdyu.

[370] [Krämer, p. 203, fn. 1] According to the surveying vessel S.M.S. Planet which, as has been mentioned before, surveyed the harbor (see chart 3 φ 18′).

[371] [Krämer, p. 203, fn. 2] See the History of Ugelpelú; furthermore, the History of Gad ë gadúg rukdápel, of Magêideuíd, etc.

[372] [Krämer, p. 203, fn. 3] The name »Cape of the Pngei Shrub«, derived from the local trees, refers only to the SE cape of this Gogeál, where the S.M.S. »Albatros« in 1885 already established this notation.

[373] [Krämer, p. 204, fn. 1] According to legend, sprung from the *ngás*-branch, which a Ugelsúng (see Hist.) won in a race. The place is called Rëtăg (?).

[374] [Krämer, p. 204, fn. 2] The entrance of Debógel, which leads to the bay of a Irâi north of it, bears the same name; likewise is Uleul'l called like the one of Ngátpang. A man, Tkedlúkl in Ngardebotár, refreshed the Gorágel (see Hist.).

[375] [Krämer, p. 205, fn. 1] At the peak of the Gogeál, the Galid Medegêipélau buried his mother (see Hist.).

[376] [Krämer, p. 205, fn. 2] Another small island, Klei, is found south of Gomelél a Semdíu.

[377] [Krämer, p. 206, fn. 1] See Deutsche überseeische Meteorologische Beobachtungen [German Meteorological Observations Overseas], published by the Deutschen Seewarte Heft XXII [Journal of the German Naval Observatory].

[378] [Krämer, p. 208, fn. 1] In Ngabúked and Ngardmâu, at the western coast.

[379] [Krämer, p. 209, fn. 1] According to a later report, Nggeiángel was not hit as hard as was initially assumed. See the actual description of the island.

[380] [Krämer, p. 212, fn. 1] On Palau, *mëbeóbog*, can be said of a land with many ravines.

[381] [Krämer, p. 213, fn. 1] See plate 6^3. Of the volcanic rock, only the Gorágel rock (Fig. 40) shows a similar formation.

[382] [Krämer, p. 213, fn. 2] The conditions for the formation of a cliff notch.Zeitschr.der Ges. f. Erdk. in Berlin [Journal of the Geographical Society in Berlin], 1911, p. 35.

[383] [Krämer, p. 213, fn. 3] The destructive force of the sea at cliff coasts, etc. Mitt.Geogr.Ges. z. Hamburg, 1909.

[384] [Krämer, p. 215, fn. 1] The depth of the inland water and the Toágel channels is usually 20—40 m. In two spots at the northern tip of Babdáob, 50 m and 80 m are indicated.

[385] [Krämer, p. 216, fn. 1] Only the rugged northern tip, Pkulamlagálp, has no offshore reef.

[386] [Krämer, p. 216, fn. 2] I could not publish my later experiences in a coherent form. Excerpts are found in »Die Samoainseln II Bd. S. 389 ss., Hawaii. Ostmikronesien und Samoa (s. Anhang Korallen und Riffstudien)« [The Samoa

Islands, 2 vols., p. 389, cf. Hawaii. East Micronesia and Samoa (see annexed coral and reef studies)] and in »Die Deutschen Kolonien« [The German Colonies] (ed. Major K. Schwabe), 2 vols., p. 70, where I sketched my latest insights on the formation of atolls.

[387] [Krämer, p. 217, fn. 1] For more detailed information on mangroves, see Flora, p. 245.

[388] [Krämer, p. 218, fn. 1] See Krämer I, p. 69.

[389] [Krämer, p. 219, fn. 1] Place of the Melebál madál which he protected through a wall.

[390] [Krämer, p. 219, fn. 2] For »tall rubble hill« on the reef.

[391] [Krämer, p. 220, fn. 1] I also noted down Ngertoél.

[392] [Krämer, p. 221, fn. 1] The word legmúgel can also sound like, or somewhat similar to legevúgel; it seems to me that it is the same as the Geúgel passage in the south between Ngeâur and Pelíliou that is called Makáep. In fact, I once heard the northern strait called Geúgel (pronounced Geiugel).

[393] [Krämer, p. 222, fn. 1] The red Myripristis soldierfish, also called *karamlál*.

[394] [Krämer, p. 222, fn. 2] See the History of Ngorót.

[395] [Krämer, p. 223, fn. 1] On chart 2, I noted it down as Gadéngel according to an earlier record; previously also Ulabál.

[396] [Krämer, p. 223, fn. 1] On chart 2, I noted it down as Gadéngel according to an earlier record; previously also Ulabál.

[397] [Krämer, p. 224, fn. 1] For example, there are some isolated reefs *(melkesókl)* north of Goréor named Golúdel (φ 23′), Ngamsau (see the History of Rangatágel), etc.

[398] [Krämer, p. 225, fn. 1] See History, Part VII.

[399] [Krämer, p. 228, fn. 1] Pay attention to the word *ií*,»cave«, in a Īlmálk (p. 200), Madalaī (Goréor), Īl debúsog, etc.

[400] [Krämer, p. 231, fn. 1] In the History of Ngáruangel, cut off through sorcery.

[401] [Krämer, p. 231, fn. 2] On chart 3, Nguruleáng is probably too far north (on Kub. chart I it is wrongly on the northern tip).

[402] [Krämer, p. 232, fn. 1] On chart 3, Gordīlsau is inadvertently drawn 2—300 m too far to the east. As made evident in fig. 29b, it is located further to the west. Fig. 39 shows the island of Gorágel behind the flower-pot shaped Gorágel rock (see History, Part VII), and left from it, leaning against Mount Itogórei, a part of Gordīlsâu.

[403] [Krämer, p. 236, fn. 1] My earlier statement, »1906«, is mistaken, as long with my belief that I was the first to climb the mountain. Kubary's account shows that this honor belongs to him (see Litt. Kr. II, p. 181).

[404] [Krämer, p. 236, fn. 2] Wichmann, p. 126.

[405] [Krämer, p. 236, fn. 3] See the work of E. Kaiser.

[406] [Krämer, p. 237, fn. 1] »Coconut palm layers«.

[407] [Krämer, p. 238, fn. 1] The Sky Mountain; see the History of Milad, Part VII. It is said to have seven hills.

[408] [Krämer, p. 238, fn. 2] It has 2 summits, *ëmél* and *ëikl*, the »inner« and the »outer« mountain (see chart 3 φ 24′). It is followed in the east by the Dëlegótog, Pkul a gútum, and Rois malk ra bések hills, which can be seen in the background of plate 10,$_4$.

[409] [Krämer, p. 239, fn. 1] I could not visit either of them, and so I can only form an opinion from afar. I named both chains after the protruding mountains; the »Goirul« is shaped like a flat female breast with nipple, and apparently is also called Ngarabr'rák or Gesú. To the east are the mountains Gologús, Ngel, and Ngarségel (fig. 48).

[410] [Krämer, p. 239, fn. 2] Kub.I, p. 32.

[411] [Krämer, p. 240, fn. 1] The second peak is called Debúsog gurúr.

[412][Krämer, p. 240, fn. 2] D. K. Bl. 1907, p. 289, q. v., the Legend.

[413][Krämer, p. 240, fn. 3] Kub. I, on p. 16, writes: The lake may be 1 ½ miles long and ½ a mile wide and features a range of fish which the natives deem as ghosts and are never caught. It is of considerable depth. Kub.I, p. 24, indicates 5 fathoms.

[414] [Krämer, p. 241, fn. 1] According to legend, a shark was stranded here during the great flood of the Milad.

[415] [Krämer, p. 241, fn. 2] As noted earlier, Goirúl, the mountain with the »nipple« after which the entire chain is named.

[416][Krämer, p. 242, fn. 1] Englers Botan. Jahrbücher [Engler's Botanical Annals], vol. 31, issue 3.

[417] [Krämer, p. 243, fn. 1] Luerssen names 3 species—Pt. ensiformis Burm., biaurita L., and marginata Borg., along with Cheilanthes tenuifolia sw. and Blechnum orientale L., which Volkens, too, confirms for Yap.

[30] [Krämer, p. 243, fn. 2] On the occurrence of palm trees on the Olobetápel islands, see above, p. 199 (Kub. I, p. 36). It seems that the *gabóug* palm only grows on limestone, and the *demâilei* palm only on Pelau land, but I am not certain about that. Of palms, besides the Cocos *lius*, the Areca *búŏg* deserves mention (see Botan. Index).

[419] [Krämer, p. 247, fn. 1] Contained in Keate's work.

[420] [Krämer, p. 247, fn. 2] The median has to be imagined in between the extension of the upper and lower, that is, between both of them.

[421] [Krämer, p. 248, fn. 1] Palao or Pelew Is. Published by the Admiralty, 30th June 1877 (3267). There on the top left: Korror Harb^r by J. J. A. Gravener, Master, H.M.S. Sphinx, 1862.

[422] [Krämer, p. 248, fn. 2] Carta de las Islas Palaos, Madrid, 1877.Corregida en 1894 (722).

[423] [Krämer, p. 248, fn. 3] See the chart of the Palau Islands in the Annalen der Hydrographie, vol. VII, 1876.

[424] [Krämer, p. 248, fn. 4] Mc Cluer erroneously calls Ngargol Assakysui.

[425] [Krämer, p. 250, fn. 1] For the meaning of the word, see Part. III. The southern part of the island is called Gogal'legútum, »the high land«.

[426][Krämer, p. 251, fn. 1] Litt. R. M. A. III.

[427][Krämer, p. 251, fn. 2] Litt. R. M. A. II.