

variable winds; had seen nothing of Vasquez Island, but had sighted Pylstart's Island.

We found that the crew of the Porpoise had been, as well as ourselves, affected by the epidemic influenza, and that one case (that of David Bateman the marine) was somewhat serious; we therefore received him on board the Vincennes, for his better accommodation.

In the afternoon we ran down to the anchorage, off Nukualofa, when the Porpoise and Flying-Fish both went ashore on the reef, in consequence of the sun preventing it from being seen; they got off soon after without any damage. On anchoring, I despatched an officer on shore, to inquire into the reason of the order sent the pilots; word was immediately returned, on the part of the kings, that they knew nothing of the business; and they disclaimed any interference with them at all. On further investigation, the report was found to have grown out of the jealousy between two pilots, Tahiti Jim and Isaac: the former being the favourite of King George, whilst the latter was attached to King Josiah. Isaac having come on board first, was accepted as pilot; but Tahiti Jim being shrewd and cunning, (of which we had much experience afterwards,) did not like the idea of Isaac, who, as he told me, was no pilot, reaping all the reward; he accordingly intimated to him, that unless he promised to share the profits with him, he should report him to King George; and that if he got the ship ashore the captain would hang him. This so alarmed Isaac, that, being unwilling to fall under the displeasure of the king, and equally so to divide his profits, concocted the story that he was ordered by the king not to take the vessel to sea. I rather suspected Tahiti Jim of delivering such a message; finding, however, since the arrival of the Porpoise, that there was now a prospect of profit for both, they became reconciled. This affair being settled, and having finished my orders for the Peacock, and sent them to the missionaries, we hove up our anchors, and made sail. Before we had got without the reef, a sail was descried, which proved to be the Peacock. After passing congratulations, by cheering, I made signal to anchor, which was done, near the outer reefs, in ten fathoms water. We were now once more together, and only a few days behind the time allotted for reaching the Feejee Group, and beginning operations there.

The Peacock, as we have seen, was left at Sydney to complete her repairs; these detained her until the 30th of March, for it was found extremely difficult to obtain mechanics; and all who were employed, except two, were a lazy and drunken set: they all belong to the "Trades' Union;" and to such an extreme is the action of this association carried, that they invariably support the most worthless, and