

before stated, is exhausted. On the other hand the group offers many inducements for the recruiting of crews after long voyages, and yields many of the necessary supplies, with the best facilities for procuring wood and water. I deem the harbour of Levuka, in the island of Ovolau, to be best suited for these purposes. It is easy of access and egress, affords a safe anchorage after it is entered, and the natives are unusually well-disposed. It is also the seat of all the white residents, who are therefore at command, to act both as pilots and interpreters.

The approach to it is attended with little difficulty, and if a vessel be foiled in entering it before nightfall, there is ample room to keep under way between Ambatiki and Ovolau.

The articles most in request are muskets, powder, ball, and flints, whales' teeth, plane-irons, vermilion, buttons, bottles, trunks and chests, looking-glasses, axes, hatchets, cloth, gimlets, fish-hooks, knives, and scissors, and some places blue beads. There is, however, no certain and regular demand, the natives at one time preferring one thing, at another another, and sometimes refusing to trade altogether. Their tastes are in fact capricious. A little vermilion is generally a passport to their favour; when a native has a small quantity put on his nose or cheeks, his good-will is at once conciliated, and the envy of those around him excited.

To trade at, or even to visit these islands for refreshment, is, as must already have been seen, attended with no little danger both to life and property. The character of the navigation in a sea abounding with reefs and shoals, of which no chart possessing any claim to confidence has hitherto been published, has not been the cause of less danger than the treachery, covetousness, and cannibal propensities of the inhabitants. Eight vessels, of which five were American, are known to have been lost within the Feejee Group between the years 1828 and 1840. In one of these instances every soul on board perished. In addition, eleven trading vessels and one English ship of war have been on shore, and sustained greater or less damage within the same space of time. Considering how small a number of vessels have as yet visited these islands, these instances of total or partial loss bear an enormous proportion to those of escape without injury. I confidently trust that the labours of our squadron will have so far diminished the risks which had previously attended communication with this group, as to render a visit to them much less perilous.

From the notes of the missionaries and conversations with them, I obtained the following information relative to their operations. There are six missionaries, viz: Messrs. Cargill and Jagger, established at