Following the practice of their predecessors in the field of Pacific exploration, the Dutch maintained strict secrecy in discoveries and knowledge of new lands. The hegemony which the Dutch East India Company exercised over trade in the East Indies was distasteful not only to other nations, but to Dutch merchants who wished to invest in private trade with the East.

The first Dutch contacts with New Guinea were made along coasts closest to the islands of their trading

interests—Gilolo, Ceram, Amboina, Banda and the Aru Group. It was the object of the Dutch to restrict the trade in spices within narrow limits in order to enhance their value. Banda and Amboina were the main islands of spice production; from the other islands slaves were recruited to cultivate the clove and nutmeg plantations there. The natives of Ceram and Arua were accustomed to regular trips to the west coast of New Guinea to procure massoia bark, nutmegs (which the Europeans considered inferior to the Banda variety), trepang, tortoise-shell, birds of paradise and slaves. Massoia was valued particularly by the natives of Java who used the bark for medicinal purposes. According to Leupe, they believed that if the ‘medicine’ were taken orally, or smeared over the whole body, it prevented various sicknesses. There is evidence that massoia was useful in the treatment of venereal disease.

In 1636 Gerrit Pool was instructed by the Company to undertake a voyage to become knowledgeable about the places where massoia was to be found, and how trade in it was conducted. (B14) Pool found the natives of the west coast eager for trade goods but frightened and suspicious, trained to treachery to counter treachery, since many traders were interested in procuring, in addition to massoia, Papuan bodies for the slave market at Banda. Trade was conducted in brief, off-shore dealings with the coastal tribes. Both Kolff (1825-6) and Modera (1828) heard stories about Papuans who themselves were in the slave trade. Some enterprise Papuans were taking advantage of their less sophisticated bush neighbours and selling them into slavery. The most feared Papuan slave traders appear to have been those who swept out of the Gulf of Onin (McCluer’s Gulf) periodically to raid the western shores for victims.

In nearly every case where the Dutch failed to make friendly contact with the Papuans, the blame was attached to the Ceramean and Malayan traders who, the Dutch claimed, were wicked traitors and had convinced the Papuans that the Europeans brought evil.

Native chiefs of the outlying islands of the Indonesian Archipelago were induced to acknowledge the supremacy of the Dutch East India Company, and to bind themselves to trade with no other Europeans. In 1660 the Dutch contracted an ‘Eternal Alliance’ with the Sultans of Batjan, Ternate and Tidore. Although the Ceramean had most contact with the Onin Peninsula, Tidore claimed sovereignty over it. The right of claim did not concern the Dutch Company provided the Sultans kept the area free of foreign intruders and spiceless. In creating an unattractive buffer to deter foreign competition, the Dutch placed small bands of troops in some areas to destroy spice production. G. W. Earle says the natives submitted to Dutch control and ‘viewed with indifference the destruction of their spice trees.’

The earliest records of Dutch activity in the East show the persistence of the idea that riches were to be found in New Guinea. Yet none of the Dutch navigators who made contact with the island could give a promising report. Willem Jansz could find no sign of gold when, in 1605-6, he sailed along two hundred and twenty miles of the south coast of New Guinea. (B12) Jan Carstensz was also disenchanted by the land and its people. When he landed on the south coast in 1623 he found the people had no knowledge of the riches he sought, and appeared interested only in coral and iron. (B13) Anthony Van Diemen, Governor-General of the Dutch East Indies from 1636 to 1645, wished to have made a more perfect survey of the new-found areas to the south of the Indies. He chose Abel Tasman to furnish a more accurate description of the coasts already known, and, if possible, to add to these discoveries. Tasman’s voyages did not rectify the error made by both Jansz and Carstensz in supposing New Guinea to extend south below 10° latitude, that is, forming part of Australia; neither did his voyages contribute new knowledge of New Guinea. (Pl. 23)

Despite the fact that they found little of value in New Guinea, the Dutch nevertheless tried to guard the western section from encroachment by other nations. Towards the end of the eighteenth century it became obvious that other nations were becoming actively interested in the commercial potential of this region and were seeking a definition of the extent of the Dutch claims. The decline of Dutch sea power in this century also gave the Indonesian protectorates opportunities to ignore the Company’s laws. When Thomas Forrest put in at Dorei Bay (Manokwari) in 1775, he was told the Dutch would not permit theburghers of Ternate or Tidore to send a vessel to the coast of New Guinea: ‘They are not willing to trust those burghers, while they put a just confidence in the

---

1 P. A. Leupe, De Reizen der Nederlanders naar Nieuw-Guinea en de Papoeische Eilanden in de 17de en 18de eeuw, ´s Gravenhage, 1875, pp. 10-11
2 Paul W. van der Veur, Search for New Guinea’s Boundaries, Canberra, 1966, p. 7, ref. no 8, p. 142
3 A. P. Leupe, op. cit.
4 Paul W. van der Veur, op. cit., p. 7
5 G. W. Earle’s preface to his translation of D. H. Kolff’s Voyages of the Dutch Brig of War ‘Dourgue’ through the southern and little-known parts of the Moluccan Archipelago and along the previously Unknown Southern Coast of New Guinea, 1625-6, London, 1840.
6 A. P. Leupe, op. cit., pp. 10-11
Chinese; that they will not deal in nutmegs. The Chinese had a pass from the Sultan of Tidore and wore Dutch colours. They exchanged iron tools, weapons and china-ware for massoi bark, ambergris, trepang, tortoise-shells, pearls, birds and slaves.

The Dutch Company was affected considerably by the wars that engrossed Europe at the end of the eighteenth century. When France invaded Holland in 1795, leaders of the Dutch democratic movement overthrew their government and established a pro-French republic in Batavia. The new Dutch government acquired all the Dutch East India Company’s possessions, but because Holland had been brought into the war against Britain, many of these possessions passed into British hands from 1796 on. After the defeat of Napoleon, a British-Dutch treaty restored to Holland all her ports and territories in the East. During this period of war, enterprising Bughis from the southern part of the Celebes, and Chinese merchants from Java and Macassar, seized the opportunity to establish themselves. Their brigs and prahus were usually manned with Javanese, but had Chinese supercargoes; their practice was to collect contraband goods at the Celebes and reship them for Singapore.

Rumours that the British had established a trading post on the south-west coast of New Guinea were later found to be false but served to incite the Dutch to make a formal claim to West New Guinea in 1828.

---

*T. Forrest, A Voyage to New Guinea and the Moluccas from Bambangan performed in the Tartar Galley belonging to the Honourable East India Company during the years 1774, 1775, and 1776, London, 1780, 2nd edn., p. 104 et seq.

Plate 20: The Linschoten map of 1596 was an important element in the voyages which established the Dutch East Indian Empire. The islands of the Indonesian Archipelago are shown with considerable accuracy. New Guinea, named 'Oes Papuas', is in position as an island, but its shape is fanciful.

Wroth, L.C., Early Cartography of the Pacific, New York, 1944
Pieter Merkus, Governor of the Moluccas, proposed to take possession either by cession from Tidore, or, if there were some doubts expressed as to Tidore’s claim, by establishing a settlement there. Merkus appointed A. J. Van Delden as Governor Commissioner and ordered him to proceed to New Guinea with the corvette, Triton, and the schooner, Iris. A settlement named ‘Merkussoord’ was made at Triton Bay. At its centre was erected a stone fort, ‘Fort du Bus’, named after the Belgian, Viscount du Bus de Ghisignies, Governor-General of the Indies. The settlement named ‘Merkussoord’ was made at Triton time malarial swamps claimed the lives of more than seventy-five men and a great number of women and children. (B22; Pl. 24)

In 1846 Captain Yule in the Bramble took possession of New Guinea at Cape Possession for the British Crown. Although the Crown was not interested in confirming Yule’s proclamation, about this time the Dutch received a request from the British to furnish a statement of Dutch territorial claims. A. L. Weddick, Governor of Borneo, commenced a survey of the Moluccas and New Guinea. The report was submitted in 1848. A conclusion was that the Sultan of Tidore’s domain was much more extensive than had been realized: that his rule extended, in fact, along the north coast of New Guinea to 140° 47’ east of Greenwich, that is the eastern shore of Humboldt Bay, along the south coast to the 111st meridian, and over an undefined area of the interior. Van der Veur suggests that this conclusion resting as it does on ‘dubious findings and assumptions’ was a direct result of Dutch fears of British intrusion.

A combined Dutch and Malay expedition was despatched the following year (1849) under D. J. van den Dungen Gronovius to perfect the Dutch claim by the placing of markers bearing the Dutch coat of arms along the New Guinea coast. (B22) No additional claims to New Guinea were made by the Dutch until 1875, when the interior boundary of the Dutch claim was announced in the Koloniaal Verslag as a straight line connecting the eastern shore of Humboldt Bay, 140° 47’ E., with the 141st Meridian in the south. In that decade several Dutch expeditions were directed to West New Guinea waters. Although scientific interest was encouraged, the main purpose of the expeditions was always to formalize the Dutch territorial claim by the distribution of flags and the appointment of chiefs. (B27; B28) District Controllers were appointed to administer in the ’eights, but no permanent government settlement was established until the last decade of the century. See The Dutch East India Company Primary Sources, Netherlands Archives 1608-1756, M. L., Microfilm, A3987-A3999; The Voyage of John Huyghen van Linschoten to the East Indies, Eng. translation of 1598, ed. A. C. Burnell, London, 1885, Vol. 1, description of the East; T. Forrest, A Voyage from Calcutta to the Mergui Archipelago, London, 1792; The Native Races of the Indian Archipelago. Papiuans, Bailliere, London, 1853; Geographical Handbook Series, Nederlandsch East Indies, Naval Intelligence Division, 1944; A. Haga, Nederland sch Nieuw-Guinea en de Papoeische islanden, Historische bijdrage, ± 1500-1833; Jan O. M. Brock, ‘Geographical Exploration by the Dutch’, The Pacific Basin. A History of its Geographical Exploration, ed. H. R. Friis, New York, 1967; Paul W. van der Veur, Search for New Guinea’s Boundaries, Canberra, 1966, Ch. 2.

---

9 J. Modera, Verhaal van eene Reize naar en langs de Zuid-Westkust van Nieuw-Guinea Gedaan in 1828, door Z. M. C. van der Triton, en Z. M. Coloniale Schoener de Iris; Haarlem, 1830

10 Paul W. van der Veur, op. cit., p. 11

---

B10 Linschoten Reveals the Limits of Dutch Knowledge of the South-west Pacific, 1596

In Jan Huyghen van Linschoten’s ‘Navigatio ac Itinerarium’, there is probably contained everything the Dutch knew of the East to that time. From the following extract it is clear the limit of their knowledge of the South-west Pacific lay with Java, and even of this island their information was sketchy. See Pl. 20.

Concerning the island of Java Mayor, together with its commodities, merchandise and dealings, weights, coins and value of the same, and other particulars.

South-south-east, facing the farthest extremity of the island of Samatra, south of the line equinoctial, lies the island called Java Mayor, or great Java ... This island begins in 7 degrees Latitude South, and extends east by south a length of 150 miles; but of its breadth nothing is known up to now, since it has not yet been explored, nor is this known to the inhabitants themselves. Some suppose it to be a mainland, (forming part) of the land called ‘Terra Incognita’, which would then extend hitherfrom beyond the C. de boa Esperança; but of this there is no certitude hitherto, so that it is usually accounted an island.

B11  A Decision to Gather Information on New Guinea, 1602

From the Daily Register begun on 22 April 1601, and kept on board the Dutch ship Gelderlandt, we learn that on 10 April 1602, a meeting was held by the Council of the Dutch East India Company. At this meeting a decision was made to investigate Ceramese knowledge of New Guinea. If this decision was acted on immediately, we have no knowledge of the voyage undertaken or the result. It would appear that the decision was not acted upon until 1603, when Willem Jansz took the Duyfken (Little Dove) to Ceram, and on to the mainland of West New Guinea. See also B12.

The meeting of the Plenary Council having been convened by order of the Lord Admiral to resolve to despatch the yacht called Duyfken to the island of Ceram, the Council have drawn up the Instructions following, which Supercargo Master Claes Gaeff and skipper Willem Cornelisz Schouten will have to act up to.

Imprimis he will have to navigate to the island of Ceram, and there call at the ports or roads following, to wit: Queuin Quelibara, Quellonhen or Gonlegongh [Keefing, Kilwaroe ... Goeli-Goeli]; by Ceram was meant the S. W. extremity of Ceram and the Ceram-Laut islands.

Secondly, (he will have to inquire) whether there is anything to be had there besides sago; their way of doing business and in what places; what commodities had best be sent thither; and to what limits their farthest navigation extends; also, whether they have any knowledge of Nova Guinea; whether they have ever sent ships thither, or whether ships from Nova Guinea have ever come to Ceram. In the island of Banda, April the 10th, A.D. 1602, on board the ship Gelderlandt. God send his blessing unto salvation. Amen.

Source: Journal of Daily Register, begun on the 22nd day of April, A.D. 1601, kept on board the ship Gelderlandt; The Part Borne by the Dutch in the Discovery of Australia, 1605-1765, H. E. Heeres, ed., London, 1899, Document 2, p. 3

B12  First Dutch Contact with New Guinea, 1605-6

Willem Jansz's Journal of his voyage to New Guinea and the Cape York Peninsula has been lost, but some details of the voyage have become known from other sources: the chart of the Duyfken's passage, and reports from those in the Moluccas who witnessed the ship's departure and return. The Duyfken had sailed under the command of Willem Jansz to the Indies in the great fleet of Steven van der Hagen on 18 December 1603, but it was probably working in the Indies previously, for we learn from the Journal of the Gelderlandt that at a meeting of the East India Company Council at Banda, in April 1602, it was resolved to send the yacht Duyfken to investigate Ceramese knowledge of New Guinea. (See B11) We know from Linschoten Vereeniging that the Duyfken left Banda in September 1605 in company with the United Provinces under Admiral van der Hagen, and sailed to Bantam to be fitted and victualled for the New Guinea voyage. Here Jansz took on board Jan Lodewycksz van Rosengin as Sub-cargo, and they departed 18 November 1605 on their mission. An east by south-east course took them to the Kei group, and then a northerly course brought them to Aru. From here, sailing east by south-east they reached the New Guinea coast at De Jong's Point, in the bight formed between Frederik Hendrik Island and the mainland. The Duyfken's chart shows this part as broken coast, named 'Laeghlandt' (Lowland) and 'Mudder Eylandt' (Mud Island). The south coast of the mainland was followed and at the most southerly point (approximately 141° E. latitude), the open sea was seen. They sailed south through the Arafura Sea, and without knowing it, sailed past the entrance of Torres Strait and into the waters of the Gulf of Carpentaria. Landfall was made probably at Pennefather River on Cape York Peninsula, and again at approximately 13° 45' S. latitude. Jansz did not know that this point was not part of New Guinea, but part of Australia. Naming the point Koop Keerweer (Cape Turn Again), he turned back, examined Vliege Bay, the north point of which Flinders later named Duyfken Point, passed Pennefather River and examined the Batavia River for twenty miles. Carstensz's Journal records that one of the Duyfken's men was killed by savages at this river. Leaving the mainland, the Duyfken passed 't Hooges Eylandt (now Prince of Wales Island), Banks Island and Jervis Island, and sailed through the coral reefs between here and the mainland of New Guinea. A course west and then north brought them around False Cape. Once again they called into the Bight above Frederick Hendrik Island, and then saw the mainland again about Cape Namaripi. From here their course lay to the Aru and Kei Islands, and so to Banda. See T. Astley, New
(a) THE DEPARTURE OF THE 'DUYFKEN'

The eighteenth of November (1605), a small Pinnacle of the Flemings departed for the Discovery of the Island called Nova Guinea, which was said to yield great Plenty of Gold.

(b) THE RETURN OF THE 'DUYFKEN'

The fifteenth of June (1606), here arrived Nakhada Tingall, a Ching-man from Banda, in a Javan Junk, laden with Mace and Nutmegs ... He told the Author, that the Flemming's Pinnacle which went upon Discovery of Nova Guinea was returned to Banda, having found the Island: But sending their men ashore to desire Trade, nine of them were killed by the Natives, who are Heathens and Man-eaters; so that they were constrained to return without doing anything.
Willem Jansz's failure to gather promising trade information on New Guinea led the Dutch East India Company to decide to send another expedition to New Guinea in 1623. Two ships were despatched, the \textit{Pera} and the \textit{Arnhem}, under skippers Jan Carstensz and Joosten van Coolsterdt. They were instructed by Governor van Speult of Amboina to enlarge on the discoveries of the \textit{Duyfken} and to investigate the country's commodities. The Dutch Company was still hopeful that New Guinea would afford gold and

\begin{figure}
\centering
\includegraphics[width=\textwidth]{chart.png}
\caption{Plate 22: Chart of the Dutch navigator, Jan Carstensz, showing the Australian coastline as an extension of New Guinea, 1623}
\end{figure}

trade. Carstensz followed the south-east coastline of New Guinea to $9^\circ 6'$, where he was trapped by reefs and shallows. The two ships retraced their course away from the dangerous waters and, like the \textit{Duyfken}, turned south to sail along the west coast of the Cape York peninsula. Driven by a northerly wind, they were in danger of being blown onto shore when a little south of $17^\circ$ and so turned back and headed for Amboina. The \textit{Arnhem} became separated from the \textit{Pera} and was blown across the Gulf of Carpentaria to
the opposite coast. Carstensz' expedition added little that was new to Dutch knowledge. Carstensz believed that False Cape was part of the south coast of New Guinea and that the entrance to Torres Strait was merely a sight, the whole of their voyage being along unbroken coastline. The following account describes the Dutch encounter with the natives of New Guinea shortly after leaving the south-west point of Prince Frederik Hendrik Island, to which the name 'De Valisch Caep' (False Cape) was given, and setting a course S. E. by E. along the New Guinea coastline. See also L. C. D. Dijk, ed., Mededeelingen uit het Oost-Indisch Archief, no. 1, 'Twee Togten Naar de Golf van Carpentaria'; J. Carstensz, 1623', Amsterdam, 1859, p. 39 et seq.; De Reizen van Abel Janszoon Tasman en Franchoys Jacobszoon Visscher ter Nadere Ontdekking van het Zuidland in 1642, 3 en 1644, Linschoten Vereeniging, S. Gravenhage, R. P. Meyjes, ed., 1919, Vol. 17, p. 171; Pl. 22.

On the 26th the weather was good, the wind N. N. W., course held S. E. by E. along the land in 5 fathom. In the forenoon 4 small canoes put off from the land and followed us; we waited for them to come alongside, and found for us they were manned with 25 blacks, who had nothing with them except their arms; they called out and made signs for us to come ashore; we then threw out to them some small pieces of iron and strings of beads, at which they showed great satisfaction; they paid little or no attention to the gold, silver, copper, nutmegs and cloves which we showed them, though they were quite ready to accept these articles as presents. Their canoes are very skillfully made out of one piece of wood, some of them being so large that they will hold 20 and even more blacks. Their paddles are long, and they use them standing or sitting; the men are black, tall and well-built, with coarse and strong limbs, and curly hair like the Caffres, some of them wearing it tied to the neck in a knot, and others letting it fall loose down to the waist. They have hardly any beards; some of them have two, others three holes through the nose, in which they wear fangs or teeth of hogs or sword-fishes. They are stark-naked and have their privities enclosed in a conch-shell, fastened to the waist with a bit of string; they wear no rings of gold, silver, tin, copper, or iron on their persons, but adorn themselves with rings made of tortoise-shell or turturago from which it may be inferred that their land yields no metals or wood of any value, but is all low-lying and half-submerged, as we have actually found it to be; there were also among them some not provided with paddles, but wearing two strings of human teeth round their necks, and excelling all the others in ugliness; these men carried on the left arm a hammer with a wooden handle and at one end a black conch-shell, the size of a man's fist, the other end by which they hold it, being fitted with a three-sided bone, not unlike a piece of stag's horn; in exchange for one of these hammers they were offered a rug, some strings of beads and bits of iron, which they refused, though they were willing to barter the same for one of the boys, whom they seemed to have a great mind to. Those who carry the hammers aforesaid would seem to be noblemen or valiant soldiers among them. The people are cunning and suspicious, and no stratagems on our part availed to draw them near enough to us to enable us to catch one or two with nooses which we had prepared for the purpose; their canoes also contained a number of human thigh-bones, which they repeatedly held up to us, but we were unable to make out what they meant by this. Finally they asked for a rope to tow the yacht to shore, but soon got tired of the work, and paddled back to the land in a great hurry....


B14 Tragic Trading Mission of Gerrit Pool, 1636

Anthony Van Diemen, Governor-General of the Dutch East Indies, despatched an expedition under the command of Gerrit Pool from Banda to the west coast of New Guinea to discover the places where massoë could be found and to investigate the manner in which this bark was traded with the Ceramese. Pool was instructed to take on a ship-load of massoë and then cross the gulf to 'New Guinea', i.e., the Cape York peninsula and follow that coastline south to discover if it were, in fact, a gulf, or if a ship could sail right through it to Pieter Nuyt's Land, with New Guinea on one side and Eendrachtsland on the other. If the gulf proved to be a wide channel to the South Sea, Pool was to sail down its east side and up the west and continue to Eendrachtsland as before. On 17 April the Kleen Amsterdam and the Kleen Wesel left Banda, passed the west coast of Goram and reached the New Guinea coast on 23 April. Five days later the party decided to anchor near a river, later named the Moordenas River. Pool gave the order to man the two boats and he accompanied these two parties ashore. He had been instructed to treat the native people with humanity and caution. About one and a half hours later some of the shore party returned with the following report.

Pool with ten other persons, among whom were three musketeers, had gone on shore. A hut standing on the river side had been examined by them, though not damaged. In the meantime, some one hundred wild men attacked them; they were black of skin as Kaffirs of Angola, more coarse,
taller and bigger of limbs than Europeans; they had long black hair that hung over their shoulders; they were completely naked with the exception of their privates which were more or less covered. Among them was one who had a hairy beast's skin hanging round his neck. Their arms consisted of darts, with sharp iron points and some of them carried bows and arrows. Although they were fired upon they threw, with shrill cries and frantic action, their darts and arrows at the small crowd so thickly that it was like hail, and they were forced to flee to the boats. In their escape, Commander Pool and Merchant Schiller were shot in the back, so that they fell down. Pool still called to his men, 'Run! Run! Try to save yourselves.' But the savages had reached him immediately, taken his broadsword, and chopped him and Merchant Schiller into small pieces, some of which they took back into the bush...

When the people rowed away with the boat from the shore, they saw two flat vessels coming out of the river, manned with 25 to 30 blacks, guiding it with long bamboo sticks in their direction. The savages who were still standing on the bank walked to their waists into the water and threw their missiles for as long as they could reach the boat.


B15 Vink's Efforts Marred by Hostilities, 1663

Of the voyage of Vink to the west coast of New Guinea in 1663, James Callander says, 'There is little to be learned from this Journal; but as it has not appeared in English before, we thought it best to give it a place in a Collection, where every hint, relating to the navigation of these seas, is to be noticed, and thrown into the proper order of time.¹

This year 1636 they the Dutch sent two small frigates from Banda to examine the coasts of New Guinea. These vessels sailed on the 5th of April, and, two days later, they got to these coasts. Next day they found themselves four leagues from the Island of Caras, near which they anchored next evening. (This little island lies close to the coast of New Guinea, in latitude 2 degrees south). April 10th, continuing to follow the coast, they came to an anchor opposite to a negro village, called Rumakay, where they purchased three slaves, but at a high price. Here they found plenty of provisions. Here they informed themselves concerning the country governed by a prince called Onin, which they were told lay at the distance of ten or twelve leagues, was very mountainous, and afforded no articles for commerce besides Martavans, and earthen vessels, painted with different figures which they had from other people living further up the river. They also mentioned a large deep bay, surrounded with marshes, and Vink having shewed an inclination to visit it, the inhabitants of Rumakay seemed to be displeased with the proposal.

Hence the frigates came before another village called Isara, the inhabitants of which, attacking them, killed three Dutchmen. In revenge they burned the village which was very populous. These people go quite naked but are well armed with bows and zagages, or darts. The Dutch had been advertised by the King of Rumakay, of the hostile disposition of these people.

They afterwards examined this bay, which they found to be ten or twelve leagues wide at the entrance and about 45 miles long. The shores on both sides are very high; but the bottom of the bay is surrounded with low flooded-lands, and the tides, which rise a fathom and a half, seem to proceed from the many rivers that fall into it, and are not signs of a passage, of which they could discover no traces. Having coasted the north and east sides of the bay, Vink wanted to view the south side also, but the people he sent ashore being ill received, he sailed towards the west, where he saw several Indian barks, near a village called Schaar, where the King called Onin came to invite him to his habitation; but the Dutch suspecting him, because he refused to come on board, would not go.

Sailing hence west-south-west, they anchored, the 29th in the bay of Emekerd, where they found water. In the evening came aboard them the King of Onin's son, with an oroncay and forty men from the islands of Goram and Seram. They told them, that the King was gone to the islands of the Papous, in search of slaves. Vink promised to anchor, the following day, before their habitation. May 3rd, the King returning, offered hostages for the safety of those who should go ashore. They went, and were well received, but they bought a very few slaves. The King told them, that he had discovered a plot to massacre the Dutch, laid by the oroncay of Rumakay, and those of Isara, which was prevented taking place by the departure of the frigates. He added, that those of Isara had given the oroncay the head of one of the Dutchmen that was killed, and that they had eaten the other two heads to the bone, with the greatest marks of satisfaction, and that he was threatened by a war with these people, because he refused to join in the conspiracy. As Vink could scarce believe this tale, after what had passed betwixt him and the oroncay of Rumakay; the two frigates returned towards Isara, but were scarce got thither when they saw a multitude of pirogues, full of armed men, advancing to attack them. This obliged them to stand out to sea again, as fast as they could, sending some volleys of cannon among these savages which they saw did execution. The two frigates returned in safety to Banda.

Source: Terra Australis Cognita; or Voyages to the Terra Australis, or Southern Hemisphere, during the Sixteenth, Seventeenth, and Eighteenth Centuries, J. Callander, ed., Edinburgh, 1768, Vol. 2, pp. 420-22

B16  Keyts' Trading Expedition to the New Guinea Coast, 1678

One of the most important voyages to the south-west coast of New Guinea was the voyage of chief merchant Johannes Keyts, not only from a geographical and nautical point of view but from the point of view of trade, especially in connection with slaves. Keyts, after many years of service with the Dutch government at Banda, qualified for retirement and wished to leave for Batavia. As he was a very valuable asset to the Government, especially for his knowledge of trade practices with coastal peoples of New Guinea, he was persuaded to remain with the Government and to lead an expedition to the coast of New Guinea for the purpose of regularising trade. The following is an extract from his journal.

With the yachts ‘de Rogh’ and ‘Spieringh’ we left the quay of Banda on Tuesday, 19th July 1678, at 3 o’clock in the afternoon. The sloop ‘de Piesangh’ with Orang1 Kay Borri had left at 2 o’clock with the instruction to wait for us at Goram, so that we together in the name of the Lord could continue the intended voyage.

1 Leader.
SUNDAY, 31 JULY, 1678
At about 4 o'clock in the afternoon, the Orang Kay (Malay) Lakoe came to me requesting if we would not call at Onyn because he feared that the natives were not used to so many ships and that it may result in a riot. This I could understand very well and I resolved to send the yacht ‘Spieringh’ straight away to Caras with the order to wait there the outcome of our negotiation on the price of massooi.

MONDAY, 1 AUGUST
In the early morning we reached the coast and anchored some 1½ miles from the coast. The Orang Kay Lakoe, together with some others, went on shore with the promise to advise us of the situation there.

TUESDAY, 2 AUGUST
At about 9 o'clock, in the morning, our interpreter, Joumat, in an Onyn's proa, returned on board reporting that they had consulted the whole night with them from Onyn, and that it had been resolved finally to accept our visit in friendship. ... At about 2 o'clock in the afternoon the elders of the village of Onyn came to us together with an incredible great number of people, and with such a noise that it was frightening to hear, their proas covered with flags from the front to the back, as many as there are days in a year. I was quite troubled to receive so suddenly so many people, that I presently ordered that all guns together with handgranates and firing-pots etc., besides most of the soldiers and some of the courageous sailors were to be placed under cover on the quarter deck, so that only the boatsman and I were to be seen. The natives rowed three times around the ship, wielding their shields and swords...

After all this had passed, they finally came without any resistance on board, upon which I invited some of the chiefs to come to me who they did and I regaled them with a bottle of Spanish wine and gave them so many marks of honour which I thought would be unusual to them.

On the other hand they showed us with many signs of joy that our visit was pleasant to them also and offered us to guide our ship and the ‘Piesangh’ to their village, for which I thanked them, though not accepting, although the wind was favourable...

After I had showed them around the ship they left us with the promise to return the next day in order to understand our desires.

SOURCE P. A. Leupe, De Reizen der Nederlandsen naar Nieuw-Guinea en de Papoeische Eilanden in de 17de en 18de eeuw, ’s Gravenhage, 1875, p. 155 et seq. Translated from the Dutch by C. Young.

B17 An Attempt to Regularize Trade by Treaty, 1678

See B16 for background detail. Johannes Keyts sailed from Banda with two yachts and a shallup for the coast of New Guinea on 19 July 1678. After stopping at Keffing and Goram to get a guide and interpreter, he anchored on the 31st off the west point of Onin, which lies 22 leagues north-east of Keffing. Although he was not sure, Keyts thought Onin to be an island, for he had seen to the north-west a large opening and opposite to it what seemed to be a continent. The country appeared savage and uncultivated and full of rocks and mountains. They saw few fruit trees but some nutmegs which they judged inferior to the Banda variety. The chiefs received them in a friendly manner, and Keyts attempted to arrange a trade agreement with them.

WEDNESDAY, 3 AUGUST 1678
At about ten o'clock in the morning the Orang Kayen came on board and after we had had a drink I lay before them the following articles:

DRAFT concerning treaty and regulations of the prospective slaves and massooi trading presented between the widely known and famous Dutch East India Company on the one hand, and the Orang Kay Lakoe of Keffing, together with all Orang Kayen of Onyn at New Guinea, or the other.

Art. 1 That there shall be from this time forth and forever more a sincere peace between the previous named nations and a complete truthful unity, and that those who infringe or hinder this shall be punished with the agreement of both parties concerned.

Art. 2 If there at any time among the servants of the East India Company and the Orang Kayen a difference of opinion arises, then shall such not be settled at this place but be faithfully transferred by writing or verbally reported by a messenger to the Governor of Banda who with justice and equity will hear in his presence the dispute and settlement.

Art. 3 The East India Company will at this place pay 16 Rd. for every mature healthy muscular slave, according to the measuring stick which for this purpose will be made and shall be retained by both parties, and for a healthy nimble maid of the same length as the male, pay 15 Rd. once and forever, and that in good quality value, which they may name and which is available in the shops at: Banda; but the smaller slaves will be measured according to circumstances, with the aforementioned measuring stick and priced accordingly.

Art. 4 For every pical (133.1/3 lb) good quality and dried massooi, which will be left here, the East India Company will pay for once and forever an amount of —— Rd.

Art. 5 The Orang Kayen shall gather the aforementioned merchant goods throughout the year, so that the East India Company can collect them around the month of June without failure and pay for them cash before they depart.

1 Ceram Laut
2 Leader
Art. 6 The East India Company expects, until further notice from either party to receive all the good quality nuts which may be found here and to pay for them accordingly in the same manner as was done hereunto by their own servants in Banda and Amboina.

Art. 7 The Orang Kay Lakoe and the other Orang Kayen aforementioned promise and accept that at this place or at any other place under their administration, no-one in the world will be permitted to trade with them except the East India Company alone and that they will believe no one except those who are supplied with the undermentioned seal.

...and after I with much patience had discussed this with them they finally confirmed the above contract with the exception of article 6, against which they claimed that there was no quantity of nuts available on the land except two trees which were used for their own consumption. They requested that this article might be deleted. Secondly, that they in the morning, after I had come on shore, would discuss publicly the price of slaves and massool; thus I had this day accomplished nothing more than a 'handful of flies.'

SOURCE P. A. Leupe, De Reizen der Nederlanders naar Nieuw-Guinea en de Papoeische Eilanden in de 17de en 18de eeuw, 's Gravenhage, 1875, p. 155 et seq. Translated from the Dutch by C. Young.

B18 Ceramese Reports on the Natives of West New Guinea, c. 1685

The following report, written by the historian and botanist Georgius Everadus Rumphius is not dated, but it is generally believed that it was written shortly after 1685. See also, G. E. Rumphius, Het Amboinsche Kruid-Boek, dot is, Beschryving van de . . . Boomen, Heesters, Kruiden, . . . in Amboina en de omleggende Eylanden, . . . Amsterdam, 1741-55.

Although I am aware that there is a journal available of Mr. Johannes Keyts, which I have never read, of his voyage made to the West part of New Guinea in 1678, I will only relate that which I have noted from stories told by some Ceram Lauers (natives from Ceram Laut) who annually sailed to New Guinea to obtain spice-like bark massool which is only found in that land, as far as we know, and to sell this with profit to other Nations of the West. From the boatsman and helmsman who went with Johannes Keyts I have heard that these people have a sound knowledge of the sea shore of the West part of New Guinea. The native traders live on the island Sacca iha and trade the massool, which they obtain from the natives of the mainland with the Ceram Lauers. The natives of the coast have to obtain the massool from the natives who live in the mountains.

...The inhabitants of New Guinea are all tall, ugly and deformed, not so much as a result of nature, but mainly due to their own practices, such as cutting open their nostrils which are splintered with a bit of wood so that you can look right down their throat... You can't trust them and they murder and steal, so that the Ceram Lauers are forced to trade with them from a distance.

The natives place the massool on the beach, the bundles placed on top of each other. The most courageous appear on the scene and with signs explain what they like to have in return for their massool. The articles given in return for their goods consist of swords, hatchets to peel the massool, poor quality rugs, sagobread, rice and black sugar, although rice and black sugar has to be given first before the natives are willing to get the massool from the forest.

Further south the natives are still bigger, wilder and uglier, especially from Sacca iha to Oeroagaba. They have such big people that one sailor of our nation was seized by his sleeves and thrown around as if he were a little boy.


B19 Dutch Impressions of North-west New Guinea, 1705

Among the reports of Burgomaster Witsen is this description of the natives and terrain of north-west New Guinea, and the influences exercised by the Ceramese. The report is particularly interesting for its statement on the Ceramese application of the faith of Islam.

The north-west part of New Guinea, in 1½ degrees south latitude, and beyond it to the south-west, was for the first time rightly explored in the year 1678, by order of the Dutch East India Company, and found almost everywhere to be enriched with very fine rivers, lakes, bays, etc., but, judging from its outward aspect, the country itself seems to be barren and uncultivated, being in few spots either planted or fenced in. In many parts of the interior there
of the settlement the following description is taken, noted that some of the natives were Moslems and that Ceramese traders visited regularly; Modera also described the consistently bad weather, and the fevers that rendered some seventy of the garrison ill in the course of eight days. The settlement was abandoned in 1836 when sickness and attacks from the native population finally reduced it. See Paul W. van der Veur, *Search for New Guinea’s Boundaries*, Canberra, 1966, pp. 9-11; Gavin Souter, *New Guinea: The Last Unknown*, Sydney, 1963, p. 22; Salomon Muller, *Reizen en Onderzoekingen in den Indischen Archipel, gedaan op last der Nederlandsche Indische Regering Tusschen de Jaren 1828 en 1836*, Amsterdam, 1857, Vol. 1, p. 109. See also Pl. 24.

The Fort Dubus has two palisades and is square. The outside palisade is 35.96 armlength or 120 Amsterdam feet square and stands on a rise of 43 degrees. The inside palisade is 25.47 armlength in a square and is 1.42 armlength high and perpendicular. The gates in both palisades stand on the sea side. At the four corners cannon have been placed and on the sides one three-pound and one six-pound gun have been placed on mountings. One of them, which was next to the door of the inside palisade and the flaphole is placed behind this gunpiec and fires straight through this outer palisade door.

On the right side of the Fort are the officers’ homes with two rooms and an outside balcony and at the back of that there is a store for provisions, clothing, etc., and at the back again of that there is the powder-box under a roof. On the left side of the Fort is a sentry box and cookhouse with the barracks behind, consisting of bunks and an outside balcony.

All the buildings are made with wooden frameworks with roof and walls thatched.

Although the Fort is considered strong enough to repel an outside enemy attack and to maintain the honour of the Flag, there is still a lot to be done. The troops have been increased since the arrival of the *Siewa* by one European officer and ten Javanese. There is still quite a lot of work to be done, as in an area of 198 armlength square there were still quite a few trees of varying thicknesses that had been cut down lying about in all directions. During our stay they burnt trees and cleaned up the place. However, the biggest part had still to be cleared. The *Triton* and the *Iris* are to depart on 1 September and the *Siewa* has already departed on 26 August.

As already mentioned, the ruling Governor of the Moluccas has sent provisions for two months with the *Siewa* and the *Iris* and has expressed the wish that as soon as the Fort is completed we should proceed further along the north
B23 The Sultan's Hongi Arrives at Dorei, 1850

Fears that trading interests of the British and other nations would spread into West New Guinea persuaded the Dutch to perfect their claim to the north coast as far as Humboldt Bay in 1849. This claim was based on the Dutch Company’s authority over the Sultan of Tidore who was chief of the coast of New Guinea. Two years later the claim was formalised by a combined Dutch and Malay visit to Dorei (Manokwari) and other points along the north-west coast and adjacent islands. The Company charged Van Den Dungen Gronovius with the mission, to be undertaken in the schooner H. N. M. Circe, under the command of Lieutenant Brutel de la Rivière. G. F. De Bruijn Kops was an officer on this vessel. He accompanied the envoys and recorded the details of the voyage. The Circe sailed in 1849 for Ambon, where it took on provisions for five months. Hoping to take advantage of the westerly monsoon, the party left Ambon on 16th December, with the intention of proceeding to Ternate, where final arrangements were to be made with the Sultan of Tidore. Easterly currents and squalls drove the Circe, ‘an old, cranky vessel’, off course and the Dutch decide to proceed instead to the New Guinea coast. Dorei was reached on 31st March 1850, and there the Dutch waited for the arrival on 20th April of the Sultan’s hongi. The following extract is a translation of Kops’s account of the mission from ‘Natuurkundig Tijdschrift Voor Nederlandsch Indie.’

The long expected fleet arrived on the morning of the 20th April. It consisted of 8 vessels, amongst which were two large korra-korras. Ranged one behind the other, they approached in short tacks, pulling to the sound of the tifa and gong, ornamented with standards, pendants, ensigns and flags, as well the Dutch, as also that of the company, and the native colours of Tidore, Salawati and Wagio.
The two last named flags hang like standards, the square head-part between two rods, which are furnished with brass knobs, while the inferior part runs into a point, hangs loosely, and is striped horizontally blue and white; the square block is blue, and has a round white figure in its centre. From the poop and the stern, small three cornered flags were hanging in a vertical position with the colors of the country, red with white borders for Tidore, blue for Salawati. On their arrival at the kampong they moored the prahu to the houses.

The fleet had left Salawati on the 1st April, precisely at the time the east wind commenced to blow steadily. Having with great difficulty reached Amsterdam and Middelburg a prahu was knocked to pieces by the high sea, but the crew were saved by the other vessels. On account of heavy seas and strong winds the fleet had been compelled twice to keep off, so that it only reached Dori on the 20th.

On the news of the arrival of the hongi fleet, the women and children took to flight with the small canoes, carrying with them everything of the least value. They went to the interior bays and the opposite side, in order to avoid the rapacity of the crews of the hongi. The chief at once went to Captain Amir, and took with him, as a token of his submission, a great number of birds of paradise and a slave for a present.

It is not to be wondered at that the hongi instil so much fear everywhere, for wherever they come, the crews pillage and steal as much as they can; they destroy the plantations and appropriate to themselves all they choose. It is through means of the hongi voyages that the Sultan maintains his power, for on failure of obedience or negligence in the execution of orders, such a fleet is sent to murder or to make prisoners of the population, to destroy the kampons, and thus to punish all in a severe manner. A specimen of this has already been mentioned when speaking of Gebi, which was reduced by such a fleet. Last year a fleet was sent by the Sultan to bring under subjection the countries situated to the east of the Great bay, but when the crews were on shore near the Arimca islands, they were attacked and compelled to return, with the loss of six dead and many wounded.

One of the objects of our voyage was to erect at different points of the coast iron plates with the royal arms and the inscription ‘Netherlands India,’ which plates had been cast at Surahaya for that purpose.

A pillar was erected on a small height, below old katapan trees, on the left bank of the rivulet which flows into the sea near the kampong. By our observation, its position was fixed in 52° 20’ S. Latitude, and 134° 9’ Longitude E. of Greenwich.

The people were present and assisted at the erection of the pillar, and learnt with joy that it was a sign that the Netherlands Government took the place under its protection, for they hoped that through this they would be exempted from the visits of the hongi. The chief was directed to keep the pillar in good condition, and in order to inspire the population with reverence for it, they were informed that it was an amulet for the kampong, which caused great satisfaction.

B24  A Letter from the Sultan of Tidore, c. 1869

When the Dutch naturalist, C. B. H. von Rosenberg, wished to prosecute an expedition to West New Guinea, he wrote to the Sultan of Tidore asking for his permission and protection. The original reply which von Rosenberg describes as written in corrupted Arabic characters, bearing the Royal Seal and the signature of the First Secretary of the Sultan, was presented by von Rosenberg to the Archivist of the Royal Institute of the Netherlands.

OPEN LETTER FROM THE SULTAN OF TIDORE TO THE CHIEFS OF THE PAPUAS

I, in great truth and Majesty, the exalted Master Wahoea Said Achmad fata Oedin Sjah Kaitjiel djoahar Alam, the King, who reigns over the Moluccas and also over the lands of Tidore and Mamori: I who reign over all these lands send this message which is addressed to Sengadj of Watjupi and to all the chiefs of the Island of Gebé, to the four who sit in my shadow, Rajas and guardians of the sea reigning over nine countries of the Papuans and the four Villages of Mesoor. I beg God the father that he lengthen your days and let You reign in Peace, so that I Your Master in the Palace of Tidore may live in peace which is my wish. Amen! Almighty God, Amen!

Coming to the point of this writing, I, the Sultan Your Master, give you notice that Mr. von Rosenberg of the Government asked my permission to go to Gebé and Papoua to examine in these countries the customs and habits of the lands and the people, their homes and food; and to help them should they need it.

Take care that no accidents occur so that I shall not be in trouble with the Government of the Netherlands.

So be it!

Tidor, 19th Oct.: 1285
First Secretary of Tidore, Massanoedin.


B25  Statistics of Exports from New Guinea, Halmahera and Ternate, 1845-1860

The following figures are given by Van der Crab of the value of items exported from New Guinea, Halmahera and Ternate to Java. It should also be noted that a great deal of trade was conducted directly from New Guinea to Java, but the figures of this direct trade are not given separately. See also B26 for statistics of trade for the years 1864 to 1869.

<table>
<thead>
<tr>
<th></th>
<th>Trepang</th>
<th>Tortoise-shell</th>
<th>Massoi</th>
<th>Cocoa</th>
<th>Wax</th>
<th>Mother- of-Pearl</th>
<th>Wild Nutmeg</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1845</td>
<td>14374</td>
<td>6974</td>
<td>7762</td>
<td>1845</td>
<td>347</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1850</td>
<td>10388</td>
<td>3848</td>
<td>3980</td>
<td>1850</td>
<td>3233</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1855</td>
<td>4300</td>
<td>13050</td>
<td>6480</td>
<td>1855</td>
<td>1266</td>
<td>125</td>
<td>12280</td>
</tr>
<tr>
<td>1856</td>
<td>4720</td>
<td>30800</td>
<td>2500</td>
<td>1856</td>
<td>700</td>
<td>890</td>
<td>8380</td>
</tr>
<tr>
<td>1857</td>
<td>11420</td>
<td>17150</td>
<td>2080</td>
<td>1857</td>
<td>1380</td>
<td>160</td>
<td>3380</td>
</tr>
<tr>
<td>1859</td>
<td>9465</td>
<td>6600</td>
<td>8400</td>
<td>1859</td>
<td>720</td>
<td>480</td>
<td>4980</td>
</tr>
<tr>
<td>1860</td>
<td>8760</td>
<td>24000</td>
<td>4510</td>
<td>1860</td>
<td>1510</td>
<td>8510</td>
<td></td>
</tr>
</tbody>
</table>

SOURCE P. Van der Crab, De Molukse Eilanden. Reis Van Z.E. Den Gouverneur-Generaal Charles Ferdinand Pahud door den Molukschen Archipel., Batavia, 1862, p. 280

B26  Statistics of Trade between Ternate and New Guinea, 1864-1869

C. B. H. von Rosenberg, a Dutch naturalist in West New Guinea during 1869 and 1870, obtained the following trade statistics from the government at Ternate. Von Rosenberg comments that there was
not a great deal of trade between Ternate and New Guinea and although there existed some trade between New Guinea and Ceram it was relatively unimportant. The only transport used in this trade were a few native vessels, a couple of fishing boats and a barque. Now and again a whaling vessel put in, but this was seldom.

**IMPORTS TO NEW GUINEA FROM TERNATE**

<table>
<thead>
<tr>
<th>Copper</th>
<th>Iron</th>
<th>Lead</th>
<th>Glass</th>
<th>Coral</th>
<th>Pottery</th>
<th>Salt</th>
<th>Arak</th>
<th>Linseed</th>
<th>Miscellaneous</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1864</td>
<td></td>
<td>250.00</td>
<td></td>
<td></td>
<td>150.00</td>
<td>140.00</td>
<td></td>
<td></td>
<td></td>
<td>2661.00</td>
</tr>
<tr>
<td>1865</td>
<td>368.00</td>
<td>3181.00</td>
<td></td>
<td></td>
<td>1070.00</td>
<td>930.00</td>
<td>200.00</td>
<td></td>
<td></td>
<td>9877.00</td>
</tr>
<tr>
<td>1866</td>
<td>30.00</td>
<td>6148.00</td>
<td>25.00</td>
<td></td>
<td>1610.00</td>
<td>484.00</td>
<td></td>
<td></td>
<td></td>
<td>14666.00</td>
</tr>
<tr>
<td>1867</td>
<td>350.00</td>
<td>4405.00</td>
<td>40.00</td>
<td></td>
<td>1600.00</td>
<td>30.00</td>
<td></td>
<td></td>
<td></td>
<td>1083.00</td>
</tr>
<tr>
<td>1868</td>
<td>479.00</td>
<td>5314.00</td>
<td></td>
<td></td>
<td>1162.00</td>
<td>219.00</td>
<td>40.00</td>
<td>130.00</td>
<td></td>
<td>9607.00</td>
</tr>
<tr>
<td>1869</td>
<td>100.00</td>
<td>7560.00</td>
<td></td>
<td></td>
<td>1000.00</td>
<td>90.00</td>
<td></td>
<td>100.00</td>
<td></td>
<td>9755.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1327.00</strong></td>
<td><strong>26858.00</strong></td>
<td><strong>40.00</strong></td>
<td><strong>25.00</strong></td>
<td><strong>6592.00</strong></td>
<td><strong>1893.00</strong></td>
<td><strong>40.00</strong></td>
<td><strong>430.00</strong></td>
<td><strong>47649.00</strong></td>
<td><strong>1750.00</strong></td>
</tr>
</tbody>
</table>

**EXPORTS FROM NEW GUINEA TO TERNATE**

<table>
<thead>
<tr>
<th>Massoi</th>
<th>Tre pang</th>
<th>Tortoise-shell</th>
<th>Pearl shell</th>
<th>Tobacco</th>
<th>Birds of Paradise</th>
<th>Sago</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1864</td>
<td></td>
<td>9900.00</td>
<td>2600.00</td>
<td>120.00</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1865</td>
<td>1080.00</td>
<td>4350.00</td>
<td>1295.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1866</td>
<td>5190.00</td>
<td>10300.00</td>
<td>4440.00</td>
<td></td>
<td>180.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1867</td>
<td>7575.00</td>
<td>9600.00</td>
<td>4820.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1868</td>
<td>7680.00</td>
<td>5760.00</td>
<td>7920.00</td>
<td></td>
<td>200.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1869</td>
<td>6750.00</td>
<td>7000.00</td>
<td>2615.00</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>28275.00</strong></td>
<td><strong>46910.00</strong></td>
<td><strong>23690.00</strong></td>
<td><strong>320.00</strong></td>
<td><strong>180.00</strong></td>
<td><strong>1980.00</strong></td>
<td><strong>10156.00</strong></td>
</tr>
</tbody>
</table>


**B27 The Netherlands' Flag Replaced at Humboldt Bay, 1876**

In 1876 the steamship *Dassoon*, commanded by Van der Crab, visited many places along the north coast of the New Guinea mainland as well as adjacent islands. At Walckener's Bay Van der Crab wanted to give the natives a Dutch flag but as they seemed to have no appreciation of what it meant and were much more interested in pieces of iron, he put away the flag. In the following extract, Commander Van der Crab renews contact with the people of Humboldt Bay.

By showing them the Dutch flag I tried to find out what had happened to the flag that was put up in the kampong Tohadi at the visit of the *Elma*. From their reply I understood that it was no longer present. On the mast of one of the bigger prows I tied a big new flag and tried by some signs to make them understand that they must treat it with great respect. I tried to make them understand that the flag must be hoisted on the beach or on a big prow when other ships passed by. When I placed the flag on the mast of the prow, the Papuans shouted as though the owner of the prow was to be greatly envied. A few hours after the flag was given I could not see it waving any more. I asked the occupants of the prow why it was not there and they showed it to me neatly rolled up. They could not be persuaded to put it on to the mast again....

B28  An Official Visit to the Waropen Villagers, Geelvink Bay, 1881

The Waropen villages fringe the southern and eastern shores of Geelvink Bay. Some of them might have been seen by Jacob Weyland and his men who sailed between the islands of Biak and Japen in 1705. It is possible that Dr Meyer visited some of the villages on the eastern shores in 1873, but there is considerable doubt as to the reliability of Dr Meyer’s claims. See B86. There appear to have been no other contacts between these villages and Europeans until 1881 when the Dutch District-Controller, J. van Oldenborg and Lieutenant-Commander M. A. Medenbach visited the villagers along the east coast.

When on April 5th this coast was sighted, it showed itself as a low-lying marshland, covered by a dense growth of rhizophores and containing a great number of inlets of which it was believed that these could only be mouths of rivers.

In the afternoon some small prahuas were observed and the party succeeded in coming into friendly contact with their crews. This was certainly due to the interpreter taken on board at Dorei, who understood the Wandamen language spoken by these Papuas. They appeared to belong to the Aropen tribe, living in a village called Waju Nami and trading with the Wandamen, whom they perfectly resembled in their outward appearance. These Wandamen seemed to exercise some sort of supremacy here, at least, they had recently appointed one of their men as ‘korano’, but at the time of the visit of the Batavia this chief was on the island of Moor.

The houses, mostly built over the water, did not provide anything remarkable. The natives assured us to be living in peace with their neighbours and also that during these last years robbery by the people of Jappen had become less frequent.

On a slightly elevated place on the shore, at the mouth of a river, we thereupon put up the Netherlands coat of arms, to the great joy of the inhabitants who helped us with diligence. The commander of the Batavia fixed the position at 135°48’ East and 3° South.

A Dutch flag was placed near the coat of arms and some gifts were distributed among the population, whereupon the voyage was continued on April 6th.


1. J. Harris, Navigantium atque Itinerantium Bibliotheca, or a complete collection of voyages and travels, Dr J. Campbell, ed. 1744-48

POLITICS AND SCHOLARSHIP—THE START TO NATIONAL INTEREST: DOCUMENTS B29 to B35

Very little had been done by 1700 to collect and collate accounts of voyages. Apart from Hakluyt’s collection and the collection made by Purchas at the beginning of the seventeenth century, there were available only the works of Theodore de Bry (1613) and Melchisedich Thevenot (1663). Then, in 1697, William Dampier published his ‘New Voyage Round the World’, and the popularity of this work led to a flood of similar publications beginning with John Harris’s ‘Complete Collection of Voyages and Travels’, published in 1703.

Dr John Campbell in his 1744-48 edition of Harris’s work, addressed the merchants of Great Britain. He warned them that they were in danger of ‘preferring the pernicious Arts of Politicks to the noble and generous Arts of Commerce.’1 Impressed by Dampier’s favourable description of New Britain following his second voyage in 1699-1700, (B29) and by Jacob Roggewein’s contention that many fertile and pleasant islands were in the same region, (B31) Campbell pressed for a British settlement there. He was anxious for British merchants to secure trade opportunities in the East. New Britain appeared to be suitably placed for a British post in that from this station a great network of trade might be extended to the south and east through Terra Australis and to the west through the East Indies. Dr Campbell thought New Britain to be part of Terra Australis. His aim was to interest the South Sea Company in this region. One of his proposals to this end was that slaves from New Guinea might be sold to the Spaniards in Chile and Peru.

The French Government was encouraged to think in terms of settling New Britain with foundlings, orphans and the economically distressed, by Charles de Brosses, President of the Burgundian Parlement