



The Captain's Cabin



The Forecastle



The Lagoda

FIRST DAY OF ISSUE

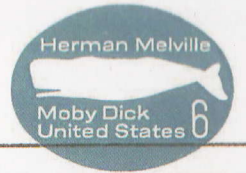
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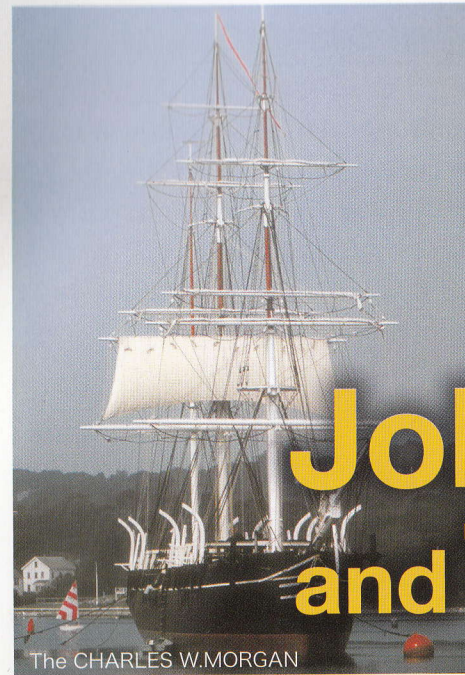
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FIRST DAY OF ISSUE



The CHARLES W. MORGAN

John Mung and Tosa City



The John Howland

Tosa city, Kochi prefecture, Japan

Introducing Manjiro



John Manjiro

For Manjiro, at the age of fourteen a day came that would change his life. On January 27, 1841, he was caught in a storm while out fishing, drifting to Tori Shima. Barely living with no food or water, they were rescued by the American whaler, the John Howland. Then, American whale fishery was at its peak.

Through facing the fear of foreigners, and not knowing whether he might be saved or killed, Manjiro underwent a personal change. He began to realize that the internationalism on board whalers, was suited to him. Manjiro's personality, restricted under Tosa's feudal system, was given a new life. Captain Whitfield took this boy, cast out by his own country, to Fairhaven and raised him as his own son. Endeavouring to teach that all men are created equal, he went as far as choosing a church which showed no racial discrimination. Furthermore, he gave Manjiro an education so that he could survive by himself in the American society.

As a whaler, Manjiro would sail over seven seas. In June 1846, he would leave New Bedford aboard the Franklin, go around the Cape of Good Hope into the Pacific Ocean, recruited in Guam, hunted for whales off the coast of Japan, touched at Hawaii, and then headed back the following September.

During this voyage, he realized that the whaling world thought Japan's isolation policy was wrong. In Guam, a certain captain criticized this policy straight to his face. Later, in Hawaii he heard that American whalers were "treated as criminals" when they tried to land off the coast of Matsumae. Manjiro returned to America, deciding that even if he had to plead, he would open a port or two near Ryukyu for whalers to recruit. To Manjiro, the

Franklin was a Harvard University.

Manjiro earned himself the money that would allow him to put his daring plan into action. Leaving New Bedford in late September 1849, he set sail for San Francisco and joined the Goldrush. After earning the money he needed, he left the goldmines and headed for Hawaii. Here he was given help by Father Damon.

With the best wishes of the whalers, Manjiro left Hawaii on December 1850. Father Damon wrote an article about Manjiro entitled "Expedition to Japan" in the Seamen's Friend, and prayed for his safe return, and for him to be a help to open Japan's ports.

Manjiro landed in Ryukyu on February 3rd, 1851. A decade had passed since he was first a castaway. As he had broken Japan's isolation policy, however, he was subjected to a lengthy interrogation, then prohibited by the Tosa clan to ever fish in the sea, or visit a foreign country again.

Just as this was occurring, Commodore Perry appeared off the coast of Uraga, on July 8, 1853. The new knowledge Manjiro had brought back with him was now valuable to the Shogunate, and they called him to Edo soon after Perry left. Before Senior Councillor Abe Masahiro, Manjiro stated that America had for a long time wished to have friendly relations with Japan, and that their whalers which had foundered in the seas close to Japan, had been treated like criminals. Explaining that this kind of treatment occurs naturally because of lack of mutual exchange, he made a request to allow a port or two to be opened in either an island of southern Satsuma or Ryukyu for the whalers to recruit. Furthermore, he added that America had no wishes for expansion into Japan.

The "America-Japan Treaty of Amity and Friendship" was exactly what Manjiro had hoped for. For a castaway from Tosa, who had difficulties in communicating even with his own dialect, the remarkable ability he displayed to overcome this can be clearly seen.

Drifting — Island of No name

In 1827, Manjiro was born at Nakanohama, on the island of Shikoku in the southern part of Japan. His father died when he was nine years of age, so that it was necessary for him to work as a temporary hand to fishermen in order to assist his mother in getting their livelihood.

One winter day in 1841, when he was a little boy about 14 years old, he went out fishing with four other fishermen — Denzo, Jusuke, Goemon and Toraemon. They left the fishing village of Usaura, in Tosa, on January 27, 1841, and three days later, they encountered a terrible storm which caused the vessel to drift southeastwards for seven days and seven nights until they discovered an island, got leeward of it and anchored. One of the crew proposed to swim ashore but was deterred by the numerous sharks,



Torishima "Desolate Island" Hyoson Kiryaku

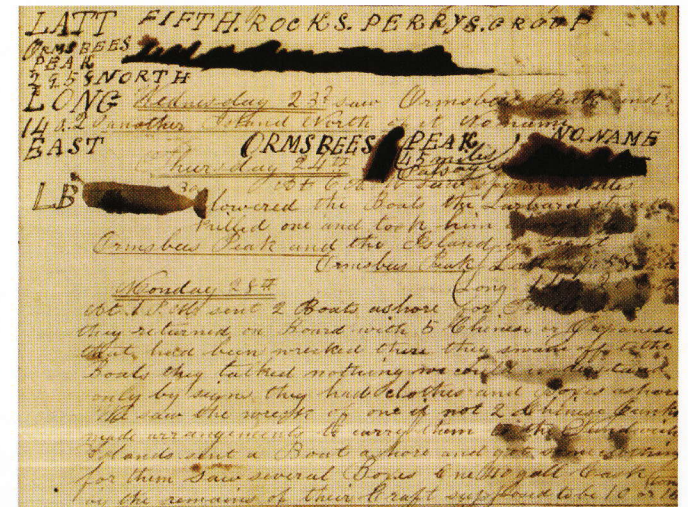
so they ran the ship on shore and landed. The island happened to be Torishima, which American whalers called St.Peters.

The John Howland

They had been living on an uninhabited island without enough food or water for 144 days when they were rescued by an American whaler. The whaler was the Ship John Howland of New Bedford, William H. Whitfield, Master. The John Howland sailed from New Bedford on a whaling voyage to the Pacific Ocean commencing Oct. 31st, 1839.

The John Howland had been cruising for sperm whales near the Ormsbees Peak and the island of no name in the off-shore Japan grounds. The Captain sent two boats to catch turtles to afford his ship's crew some refreshment, but found five Japanese instead.

Lyman Holmes, green hand of the John Howland gives a detailed account of five Japanese castaways — Deniso, Mongo, Jusica, Trimo and Gwimo and their rescue as follows:



The Ormsbees Peak and The Island of no name

Monday 28th (June)

At 1 PM sent 2 Boats ashore for Turtle at 3 they returned on Board with 5 Chinese or Japanese that had been wrecked there they swam off to the Boats they talked nothing but we could understand only by signs they had clothes and Boxes ashore We saw the wreck of one if not 2 Chinese Junks sent a Boat ashore and got some clothing for them saw several Boxes One 40 gall cask by remains of their Craft supposed to be 10 or 15 tons

Manjiro describes how they were rescued

CHAPTER L.

AHAB'S BOAT AND CREW. FEDALLAH.

and the ships themselves often pick up such queer castaway creatures found tossing about the open sea on planks, bits of wreck, oars, whaleboats, canoes, blown-off Japanese junks, and what not



W. H. Whitfield

This was in February. We remained on the island until June when one day — as I went to the shore searching for something to eat, leaving my companions who were almost exhausted lying upon the ground — I saw two whale boats coming to fish. The crew did not perceive a signal I had hoisted on shore as there was a rock behind it. As one of the boats turned from the land, the men who were pulling saw me walking to and fro on the shore. One of them waved a hat and I answered him by waving

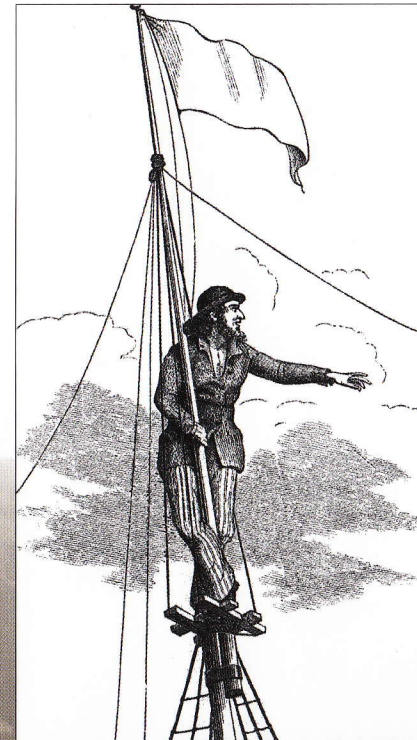
mine. The boat then pulled in to the rock where I was and the crew beckoned to me to jump in, but the height was too great. I therefore searched until I found a sloping place then, putting my clothes under my hip, slid down to the beach. The boat letting go a small anchor, backed close in and as the crew motioned to me to come onboard I jumped into the water and got in the boat. I then by signs told them that four more shipwrecked men were still on shore asleep, lying down. The boat in which I was, then pulled off to the ship — the other one remaining to take the others. When we got alongside I was much alarmed. All the men left the boat. I remained in her alone. Soon after, two men came in and hooked the tackles to hoist the boat up and passed me onboard. The Captain, W. H. Whitfield of Fairhaven, gave me a very small piece of bread. I begged by signs for more but he would not give me more until half an hour or so when he gave me double the quantity. I then seeing smoke forward thought there must be some rice cooking there, so I went and made signs to the cook to give me something to eat but the Capt interfered.

However, shortly afterwards the Capt gave me more bread. Meanwhile the other boat came off bringing the other four men; they went forward over-eating themselves and were all made sick.

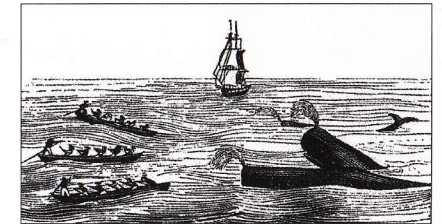
Cutting-in, Trying-out

With five castaways of Tosa on board, the John Howland continued her whaling voyage. The whaling season in the off-shore Japan grounds — in the Pacific Ocean between 140° to 160°E and 28° to 32°N latitude, the best time of the year being from the beginning of June to the end of September — had just begun. The three mast-heads were manned from sunrise to sunset. Captain Whitfield had made arrangements to carry them to the Sandwich Islands.

On July 7th, 9 days after they were rescued, the lookout from above sang out, "There she blows!" "Where away?" called the captain from the deck.



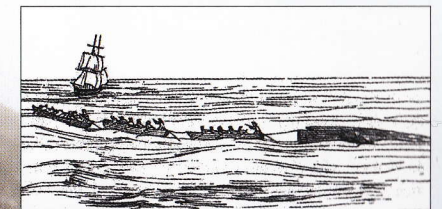
There she blows!



The chase was soul stirring



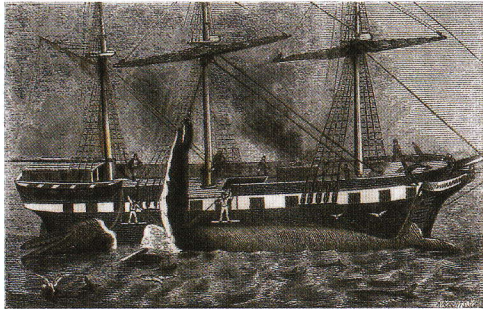
Spouting blood! He's a dead whale!



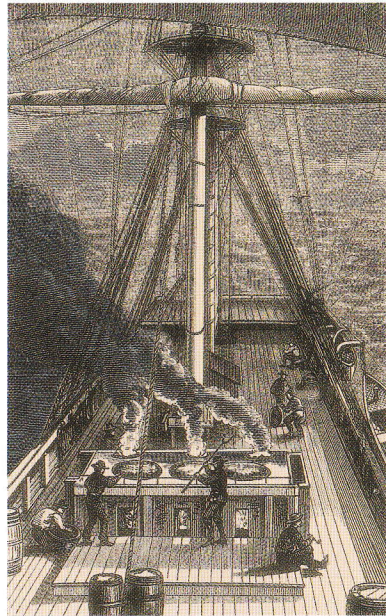
Towing a dead whale

At 8 AM saw sperm whales lowered the boats the larboard boat struck & killed, the waist boat struck and killed another and took them alongside. At Day light the next morning commenced cutting in, clearing away the heads, at 2 PM started fire, sailing. Bailed case overboard, at midnight finished boiling setting up shooks employed coopering and stowing down.

A succession of processes for obtaining oil watched with breathless interest, Manjiro and other castaways of Tosa.



View of a Whale Ship in the Process of "Cutting in."



Trying out.

The John Howland were cruising for spermacetia. On Sept 10th she began working to Eastward of Japan. And on Oct 11th the starboard boat struck and killed a sperm whale and took him alongside, which was the last whale taken on Japan this cruise by the Ship John Howland. On Nov 22nd, the John Howland came to anchor in Honolulu Harbour, Oahu.

Captain Witfield made arrangements for the five Japanese to go ashore and stay there. By this time, he had become captivated by Manjiro, and offered to take him to America and send him to school, so that he could live on his own in foreign soil.

American Fleet whiten the Pacific Ocean

Here let's take a brief look into the American Whale fishery in the first part of the 19th century. According to New Bedford Mercury, Friday, June 8, 1821:

In 1820, Captain Joseph Allen, in the ship Maro, of Nantucket, sailed for Japan coast, where he found sperm whales plenty. The Maro returned in March, 1822, with 2425 barrels of sperm-oil.

After the return of the Maro, whale fishing on and off Japan was speedily established.

In 1821 six or seven ships and in 1822 more than thirty were cruising there.

In 1842, when Manjiro and the other four Japanese castaways were rescued by the John Howland, 'Our whaling fleet now counts six hundred and seventy-five vessels. The majority cruise in the Pacific Ocean,' writes Charles Wilkes, in the **Narrative of the United States Exploring Expedition**.

An American whaling fleet may be said at this very day to whiten the Pacific Ocean with its canvas, and proceeds of this fishery gives comfort and happiness to many thousands of American citizens.

Another Whaling Cruise on the Japan Grounds



Nakahana Manjiro, Age 27

On Dec 2nd, the John Howland took her anchor and started for sea, leaving Honolulu Harbor, Oahu. Manjiro was on board the whaler, dubbed John Captain Whitfield named after the Apostle John. The John Howland steered along the line, bound to the King Mills Group, then worked westwards, cruised for spermaceti, past Ocean and the Pleasant Islands, bound through the Carolines and came to anchor in Umatac bay, Guam on April 2nd,

1842.

On April 25th, 1842, the John Howland raised her anchor and steered after recruiting in Umatic and Apra day, Guam. All set sail from Guam bound for the Bonin Islands. On May 9th, a typhoon hit the John Howland.

About the middle part of May 24th in Lloyds Harbor, the John Howland sent two boats for hogs, yams, onions and so on. On Sunday June 5th, John saw Ormsbees Peak and the Island of no name where he was rescued.

The John Howland cruised for spermaceti on the waters between the Bonin Islands — bound from Ormsbees Peak, to Semi Yarmer, and bound back to North and East of the Rock, again around Semi Yarmer.

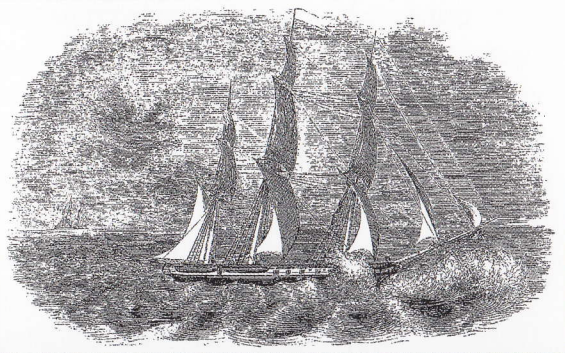


The Ormsbees Peak



Torishima

About the end of August, the John Howland begins to steer bound to eastwards. At long last, the whaling season on the grounds came to an end. On Oct 5th, the John Howland steered bound for the Sandwich Islands to recruit and then home to New Bedford.



Homeway bound

recruit and then home to New Bedford.

Past the Meridian Eastward, no man aloft.

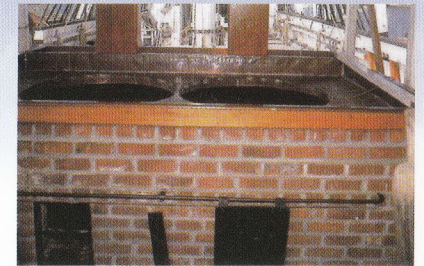
The John Howland recruited in Atoi, one of the Sandwich Islands and then steered southwards and eastwards and came

to anchor in Taloo Harbour in Eimeo.

At 6 AM Dec 19th, the John Howland took her anchor and proceeded to sea, bound to Cape Horn in a hurry, round Cape Horn on Saturday Feb 11th, 1843.

On March 3rd, John saw the Great Comet.

On May 4th, hove try works overboard.



Try-works

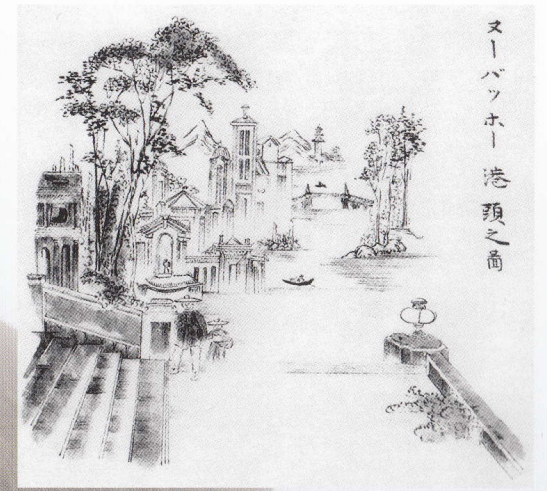
It is customary for whalers to man mastheads during the passage home as well as on cruising-grounds, although not as vigilant a watch, we think, is kept. The try-works, also, are kept standing until they arrive near Bermuda. On Saturday, April 1st, the order was given, "Overboard try-works," and at it we went with a will. Bricks and mortar soon flew into the ocean, and the large try-pots were released from their places and lashed to the deck. "No more whales this voyage," cried the mate, as the last brick disappeared over the side.

On May 6th, at 6 pm saw Long Island.

On Monday May 8th, 1843, the John Howland came to anchor in Buzzards Bay.

Life in Fairhaven

In Fairhaven, Massachusetts a town just across the Acushnet River from New Bedford, Captain Whitfield bought a farm, got married and decided to bring up John Mung (he needed a family name) as his own son. He sent Manjiro to Oxford School,



'The Waterfront of New Bedford' Hyoson Kiryaku

a private school taught by Miss Jane Allen.

Soon afterwards, one untoward incident happened. One day Captain took him to church in order to reserve a family pew and enroll John Mung in Sunday school. Their reception by

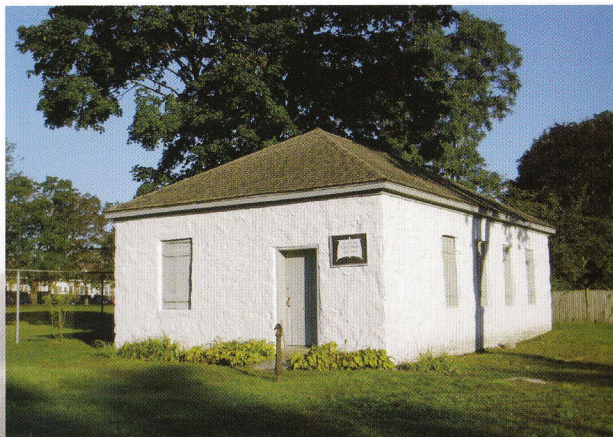
the church was far from cordial and on the following day, Captain received a visit from the church representative and he said, "We have a pew for Negro boys and would like it if your boy would sit there." Captain Whitfield opened the door and bowed his caller out without saying a word. John remained watching the scene in silence.

The next week Captain Whitfield took Manjiro to another church, only with the same result. Finally the Unitarian Church received the boy, so that the Captain and his family left the Oxford Church they had belonged to and became new members of The Unitarian Church for his strange half-black boy he had picked up on the sea.

Then, the Captain decided to send him to study at Bartlett's Academy, a technical college for navigators. There he learned



The Whitfield Home



Oxford School



The Old Unitarian Church

arithmetic, surveying and navigation, and graduated with honors.

Soon afterwards, on Oct 6th, 1844, Whitfield shipped as Captain on board the William and Eliza for a whaling voyage, but John Mung remained in Fairhaven and

commenced learning the trade of a cooper.

The following is the letter of Manjiro on board the Franklin addressed to Captain Whitfield, who was aboard the William and Eliza.

I did went to Mr. Huzzy and stayed there about 6 mos. And then I left them, reason is this, they were a good family, but very poor living, they only gave us dry hard bread for Supper, and breakfast and dinner, only gave us old Nantucket Dumpling. He had got three apprentices. I was sick that month three or four times, then I went to see your wife, Mrs. Whitfield very glad to receive me so I went home.

Despite his new life with Captain Whitfield, Manjiro never forgot his mother. Sometimes he would take out the clothes his mother had made for him and gazed at



Bartlett's Academy

them with tears in his eyes. A friend of his said, "Don't you want to go home and see your mother?" He answered, "Yes, I do. But if I should go home, I would be killed." On the whole, Manjiro spent his youth with happiness and won the cordial respect and liking of the whole community in Fairhaven, then a little whaling village. Job Tripp, a schoolmate of Mung's, looked back upon his school days and described him as a very polite, kind-hearted, and very studious. On March 9th, 1862, Captain Whitfield himself wrote to John Manjiro and saying, " the old gentleman next door still praises your honesty and good nature whenever he recalls the time you were at our home."

The Franklin proved to be a Harvard University

Manjiro had been in Fairhaven for almost three years when Ira Davis requested Manjiro to make another whaling voyage. Pardon Winslow told him that during his last voyage he had seen a great many Japanese floating boats and that he might get a chance to reach them. Winslow was the chief mate of the John Howland and had just returned from the whaling voyage to the Pacific Ocean as Captain of the Bark Franklin. This was an unexpected opportunity for John Mung to try out his skill in navigation and, if possible, to return home to Japan.

On May 16, 1846, the Franklin left New Bedford, dropped anchor at the Port of Boston, sailed across the Atlantic, rounded the Cape of Good Hope, entered the Indian Ocean, into the Pacific and reached Guam on March 3, 1847.

While at Guam, John Mung heard how unfavorably Japan's isolation policy was criticized, especially by American Whalers. Captain Harper of the Abraham Howland of New Bedford told him that his ship touched in at the Loo Choo Island and sent a boat ashore in order to procure refreshments. Then he was told to sail away at once and, if not, cut his throat. John Mung decided that it was his mission to open a port somewhere in the southern part of Japan. While in Guam, on March 12, 1847, he wrote to Captain Whitfield, saying :

After this we shall go N and Westward toward the Loo Choo Islands Japan and I hope get a chance to go ashore safely. I'll try to open a port for purpose for the whaler come there to recruit.

Now he was no longer a helpless castaway

After leaving Guam on March 13th, the Franklin touched in at one of the Loo Choo islands, but this time he failed to land and return home. The Franklin steered bound to Japan grounds in time for the whaling season there. While the Franklin was cruising in Japan, Captain Davis began to act strangely and soon became insane. He was left at Manila, provided with hospital care and eventually returned to America.

After dropping off Captain Davis in Manila, the crew held an election to select a new captain. To John Mung's surprise, he received the second largest number of votes and was appointed first mate. He was held in high estimation among the sailors because of his skill in navigation and character.

On Jan 19th, 1848, the Franklin started from Manila bound once more for Japan grounds in time for the whaling season. During this season not scores, but hundreds of vessels spread their canvas within full view of the coast of Japan.

On the 5th of June ,1848, while the Franklin was on Japan, fifteen crew of the Lagoda, New Bedford fled to Japan in three boats. They made landing near the Straits of Matsmai. After a variety of adventure by land and water, sometimes confined in prison, then breaking out and escaping, they were brought to Nagasaki.

The Franklin steered eastward bound to the Sandwich Islands and came to anchor in Honolulu Harbor, Oahu on Oct 17th, 1848.

Here John Mung met Tolimon who was a carpenter living with Mr. Heart. And a few days afterwards Denzo and Goemon came in with Capt. Cox in the ship Florida II . Capt. Cox promised them that the Florida II would be going to the Japan Sea. John Mung wanted to go but the Captain Akin would not give him discharge.

He read in The Friend that there was a growing conviction that the time

was rapidly approaching when the isolationist policy of Japan would be done away with and a commercial intercourse would be opened between Japan and other nations of the earth, besides the Chinese and Dutch.



Ranald MacDonald

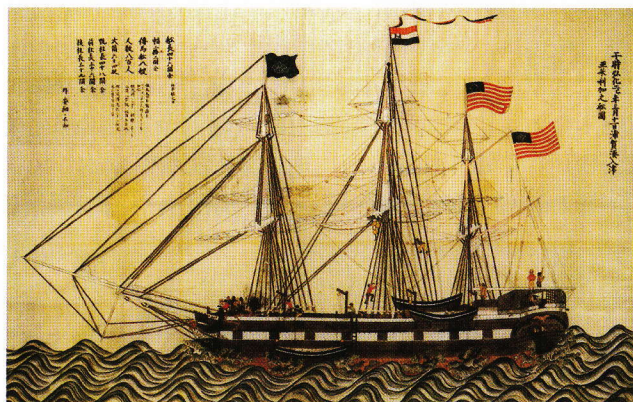
Edwards, the Captain of the Plymouth of Sag Harbor told him a story of a young adventurous whaleman named Ranald MacDonald, who attempted to penetrate into 'that double-bolted land Japan' in order to find employment as an interpreter if the English or Americans should ever open the trade with the Japanese.

Besides, he read an article in the same newspaper about Mercater Cooper's visit to Japan. Cooper was the Captain of the Manhattan of Sag Harbor.

He rescued 22 Japanese castaways on and near the island of St. Peters and succeeded in sending them back to Uraga.

While the Franklin continued her whaling voyage for another year, Mung had a few chances to get home, but the Captains were unwilling to let him go and he couldn't.

This whaling voyage of three years and four months was a great success and his experiences in the international society made him a true cosmopolitan. Now he was able to live an independent life as an American whaleman. But another dream, however rash it might be, grew in his mind.



The Manhattan

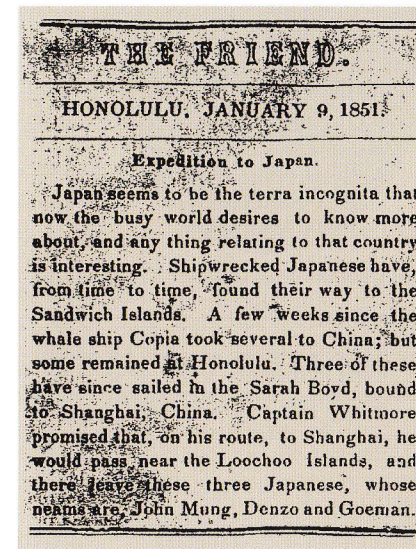
The Expedition to Japan

The dream was an invincible determination to go home to Japan and make a direct petition to the Shogunate to open a port or two in Loo Choo or somewhere in the southern parts of Japan for the whalers to procure their supply of food and water. The attempt might cost him his life but he wished to pay back his incalculable debts to Captain Whitfield. John Mung believed that the open-door policy would benefit Japan herself. He wanted to include his shipwrecked friends in his return home plan as well.

In order to carry out this expedition, however, he needed money. In the year 1849, when Manjiro returned to Fairhaven, people were crazy about gold in California which had been discovered near Sutter's mill in Sacramento Valley. California had just been ceded to the United States by Mexico in the Treaty of Guadalupe Hidalgo which was signed early in February, 1848.

On November 27, 1849, John Mung sailed from New Bedford round Cape Horn and to California to the Gold mines, on North River, where with a companion he averaged 8 dollars a day for some six months. With about seven hundred dollars he went to the Sandwich Islands where he found four other Japanese who had been shipwrecked.

On December 8, 1850, the merchantman Sarah Boyd, under Captain Whitmore, arrived in Honolulu. The Sarah Boyd was bound from Mazatlan, Mexico on her way to Shanghai. Manjiro asked Captain Whitmore of the Sarah Boyd to take Manjiro and his friends aboard the ship and leave them somewhere off the Loo Choo Islands. John Mung had investigated the Loo



THE FRIEND.
HONOLULU, JANUARY 9, 1851

Choo - Japan route on his voyage aboard the Franklin.



Samuel C. Damon

He also purchased a whale boat he had seen advertised in *The Friend* and named it the *Adventurer*. Manjiro planned to lower the *Adventurer* when the *Sarah Boyd* neared the Loo Choo Islands and row ashore on board the *Adventurer*.

In Honolulu, Samuel Damon, Chaplain of the Seamen's Friend Society, helped Mung prepare his return journey to Japan. Through Elisha Allen, the American Council in Hawaii, Manjiro received a certified document of his American citizenship. In it Allen wrote the following:

I am informed by the Chaplain of the Seamen's Friend Society, that John Mung has sustained a good character and has improved in knowledge. He will tell his countrymen of Japan how happy the Americans would be to make their acquaintance and visit them with their ships and give them gold and silver for their goods.

From the content of this document, it was evident that John Mung had in mind an important mission to carry out and was not just returning home to Japan to see his dear mother again.

John Mung wrote a letter to Capt. Whitfield and wished to go back to Japan and said in it:

I never forget your benevolence to bring me up from small boy to manhood. I have done nothing for your kindness till now. Now I am going to return with Denzo and Goemon to native country. My wrong doing is not to be excused, but I believe good will come out of this changing world, and that we will meet again.

John Mung.

In the year 1851, when Manjiro headed for his native country, Herman Melville published *Moby Dick* and predicted on page 122, in the 24th chapter, the opening of Japan by whaleships:

If that double-bolted land, Japan is ever to become hospitable, it is the whaleship alone to whom the credit will be due; for already she is on the threshold.

Damon also appealed to the Hawaiian public in *The Friend* (January 9, 1851). He gave the article the title "Expedition to Japan," not "Repatriation of Castaways" and said in it:

We shall anxiously wait to learn the success of Captain Mung's expedition. He is a smart and intelligent young man, being able to speak and write the English language with tolerable accuracy. Should he succeed in reaching his native land in safety, his services may be of importance in opening an intercourse between his own and other countries. He would make an excellent interpreter between the Japanese and English or Americans.

Ryukyu — Satsuma — Nagasaki — home

The *Sarah Boyd* set sail on the 17th of Jan, 1851. When they made Loo Choo, Capt. Witmore launched the boat *Adventurer* from the deck off Great Loo Choo. After rowing hard for ten hours, they anchored near the land. On landing at the Loo Choo on February 3, 1851, they were as had been expected, arrested. After being intensely questioned by the local officials, they were taken to Satsuma, then to Nagasaki, where they were even more thoroughly examined on everything they knew about the United States. At long last, on November 16, 1852, John Mung was allowed to go home to Nakanohama to see his dear mother again. It was ordered, however, that he should not go outside his small native fishing village. Thus, one of his objectives — to see his dear mother was realized. The other, to directly petition to the Shogunate to open a port for Yankee whalers was almost

shattered. It had ended in failure, it seemed to him.

America entertains no imperialist ambitions ...

After thirteen years' absence, Manjiro was welcomed home by his mother. She had mourned for him as dead and had built him a tomb. However, he remained only three days and three nights before he was summoned to Edo. Those were the days when Japan needed Manjiro badly. On July 3rd, 1853, the year after Manjiro landed on Ryukyu, Commodor Perry made his sudden appearance in Uraga and demanded the opening of Japan. The information about the United States Manjiro had brought with him was indispensable to the Shogunate. Manjiro, before Abe Masahiro, chief of the Councillors, portrayed the political situation of the United States. I will cite a couple of them.

The American government is said to be the best in the world. The president is chosen from the people for his talent and learning. His stay in office is limited to four years but if he excels in virtue and good administration he is not let go after four years. Talented men from all over the country compete for this high office.

The President lives very simply and goes about on horseback, followed by a single retainer.

Here he enters into the main issue of the Perry expedition.

America has had long earnest wish to have a friendly relation with Japan, because they are treated with inhuman barbarity when they land on the coast of Japan. So often have American whalers wrecked off Japan seas.

Manjiro referred to the case of the Lagoda, New Bedford whaler by reading 「Japan」 in THE FRIEND, Oct 1848.

THE FRIEND.

HONOLULU, OCTOBER 1, 1849.

Japan.

In the November No. of our paper, there is a brief notice of the "Lagoda" having fifteen of her crew escape in the Japan sea; and in the December No. an account of McDonald's leaving the "Plymouth" for an adventure in Japan. We are now able to furnish our readers with a sequel to their adventures. The names of the young men from the "Lagoda" were as follows:

Robert McCoy, Philadelphia, Penn.;
*John Bull, Kempville, N. Y.;
Jacob Boyd, Springfield, Essex Co., N.J.;
John Martin, Rochester, N. Y.;
Melchar Biffar, New York City;
John Waters, half-caste, Sand. Islands;

THE FRIEND. OCTOBER 1, 1849

The Lagoda was shipwrecked near Matsumai and fifteen of her crew left the Lagoda about the 5th of June, 1848 and fled to Japan, in three whale boats. After a variety of adventures, by land and water, they were brought to Nagasaki. Here on entering the town house, they were made to tread upon a crucifix, the "Devil of Japan".

While arraigned for trial, the Lagoda crew were asked various questions such as:

Did you come to this country as spies? Answer, "No."

"What did you come for?" Answer "Whales."

"Do you eat whales?" Answer, "Make oil out of them."

Then, they were removed to a prison. Here they broke out, escaped and were recaptured. They were shut up in cages with their feet made fast in stocks and allowed no fire, no lights...

Information having been received through the Dutch government at Batavia of the detention and imprisonment of sixteen American shipwrecked whalers, the Preble was despatched in Feb, 1849, to demand and obtain their release.

After several interviews between Commander Green and Japanese authorities, the Lagoda crew, together with Ranald MacDonald, were delivered over to the Dutch merchants in Deshima and transferred to the Preble.

Manjiro continues:

The United States is a peaceful nation. Their country being opened, they have no desire to annex any other country.

Their only wish is for Japan to open a port or two on the southern Satsuma or Ryukyu islands for American whalers to come there to recruit.

There is no question that his report about the United States had a real impact on the high authorities of the Tokugawa government. It served to dispel the unnecessary fears and suspicions of the intent of the Perry Expedition in 1853.

On Saturday, the 11th of February, 1854, the watchers on the hills of Idzu descried the approach of the American squadron which passed Uraga where the seven vessels dropped anchor at the American Anchorage.

On March 8th, 1854, with five hundred men landing in twenty-seven boats, commander Perry left the Powhatan, and landed where the negotiations started.

Perry made a plea for kindness to shipwrecked sailors who had been treated like criminals. He hinted that if Japan didn't mend her way she might expect a war. At last, Perry thanked Hayashi for consenting to the two points — the care of castaways and the supply of wood, coal and water for needy ships.

On March 31, 1854, the Treaty of Amity and Friendship was signed. This provided, in several articles, for the humane treatment and relief of shipwrecked whalers. Thus Manjiro succeeded in pacifying anti-Japanese feelings among American people, especially whalers.

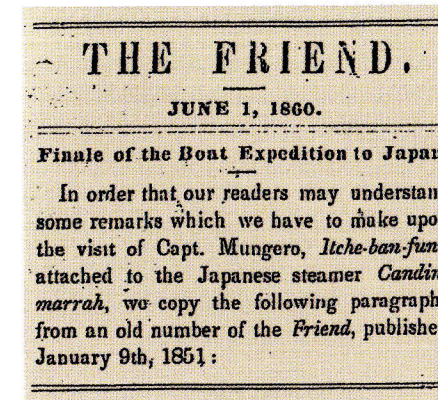
One could say, Herman Melville predicted the opening of Japan in Moby Dick, and John Mung carried it out even at the risk of his own life.

There is a lot of evidence to testify to Manjiro's decisive role he played in opening Japan to the outside world.

In 1860, Manjiro had the chance to visit San Francisco again on board the Kanrin Maru which accompanied the Japanese Embassy to the United States

on the U.S.S. Powhatan. Aboard the Kanrin Maru was Captain Mercer Brooke of the United States Navy. Captain Brooke was deeply impressed with Manjiro who described him as a fine intelligent fellow with an adventurous character and as one of the most remarkable men he had ever seen. Brooke also wrote in his diary, "I am satisfied that he had more to do with the opening of Japan than any other man living."

Finale of the Boat Expedition



THE FRIEND. JUNE 1, 1860

It was on the 24th of May in 1860. The Japanese steamer Kanrin Maru, which had arrived on the morning of the 23rd, was in the offing of the Honolulu Harbour. There was a Japanese man knocking at the door of the study of Father Damon's home on Chaplain Lane. Damon opened the door and found a young man dressed as a Japanese officer standing there. He introduced himself 'as our old friend Capt. Mung' to Damon's

great surprise.

How changed his lot— Now the Japanese officer, with two swords, but formerly the poor Japanese shipwrecked sailor, seeking to return home, although trembling if he should return he might be beheaded.

'John Mung' told him the whole story about his boat Adventurer, how he got home, and his wonderings till now:

In Jan. 1851, Capt. Whitmore of the Sarah Boyd launched the boat 'Adventurer' from his deck, off Great Loo Choo. After rowing hard for ten hours, they went on shore. But they were arrested. They spent six months in Loo Choo, then sent to Satsuma, remained there forty-eight days. Afterwards they were removed to Nagasaki. At Nagasaki they

were retained thirty months. At the end of two and a half year, they were allowed to proceed to their homes. Manjiro went to Xicoco after thirteen years' absence. He was welcomed by his mother.

Manjiro remained at home only three days and three nights, then removed to Yedo, where he was promoted to an Imperial officer, wearing two swords. He had been very often consulted respecting questions relating to the Americans. He had had charge of some of the presents which were brought by Commodore Perry. He had married and had three children. He left, entrusting a letter to Captain Whitfield with Damon. He was placed in a position which he was constantly watched.

The Kanrin Maru sailed off for Japan on the 26th.

Now the port open to all nations

Samuel Damon wrote to Capt. Whitfield:

John has really become a man of importance of Japan, ... it's my decided opinion that John Mung acted a most important part in opening Japan.

John Mung wrote to Capt. Whitfield:

I wish to meet you in this world once more. How happy we would be ! ...
Capt, you must not send your boys to the whaling business. You must send them to Japan.

He writes on, "Now I will let you know how am I arrived to my native country."

I went to the Gold Mines and from here I made up mind to get back and to see Dear Mother '

In this letter he repeats ' Mother.' ' It was great joy to mother ' ' ... stay with mother ' Manjiro never spoke ' to see mother ' to anybody anywhere

except to Capt. Whitfield. Manjiro ends this letter, in his pride, with now the port open to all nations, adding "I wish for you to come to Japan. I will now lead my Dear Friend to my house."

During Japan's transition from Tokugawa feudalism to modern Japan, Manjiro's contributions were restricted to such minor fields as navigation, shipbuilding, whaling industry and teaching of English. He lacked the education to reach a high position in Japan.

In 1870, Manjiro was sent by the Meiji Government to observe the Franco-Prussian War as an interpreter. When he reached New York, he got permission to make a long-wished-for visit to Captain Whitfield in Fairhaven, and talked with him overnight about his good old days in America.

Later Capt. Whitfield wrote to Samuel Damon as follows — "John Manjiro has made me a visit. He remembers you and all others that befriended him when he was poor. It's wonderful to see the workings of providence to bring about his ends. Had he gone any other time he would have lost his life. He was appointed with six others to visit the seat of war in Europe. He spells his name Nokohama Mungero."

Unpublised Chapter in Japanese History

HONOLULU, OCTOBER, 1884.

New Series, Vol. 33, No. 10

UNPUBLISHED CHAPTER IN JAPANESE HISTORY.

In reading Griffis' History of the Mikado's Empire, and other histories of Japan, we find no allusion to certain events and persons worthy of historical record. Nearly forty years ago, or prior to the opening of Japan by Commodore Perry, certain Japanese visited Honolulu with whom we became acquainted, and whom we were instrumental in returning to their native land. One of these Nakahama Manjiro, translated "Bowditch Navigator", into the Japanese language, and rendered important services to the Japanese Government, and the cause of education, at that critical period in Japanese history, when the empire was opened to the influence of western civilization.

Griffis' History

In 1874, Samuel Damon, on the other hand, visited Japan in order to obtain an interview with Manjiro. It was since Manjiro made him a visit in 1860 on his way back from San Francisco on the Kanrin Maru. Since then reports of his death were current.

He commenced his inquiries for Manjiro when first landing in Nagasaki and continued visiting Kobe, Osaka, Kyoto and Yokohama, and at last in Tokyo, through Tsuda Sen, he was fortunate enough to obtain an interview with an old friend of Manjiro. He remarked that he had been "half-dead" but was now in good health.

He was able to repeat interviews with Nakahama Manjiro, once the wrecked sailor boy, the successful adventurer in returning to his native land and translator of Bowditch's Navigator. He taught at an English school for two years which became Tokyo University. He is now about sixty years.

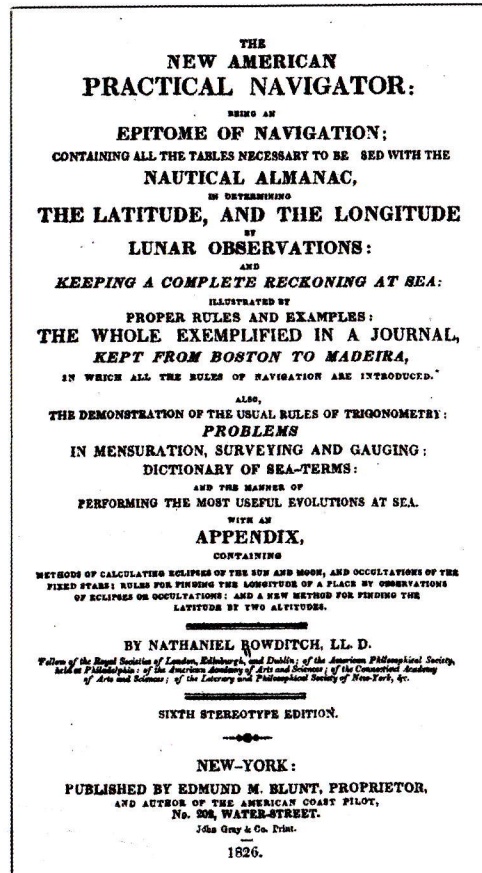
As soon as Samuel Damon returned to Honolulu he published a special edition of the Friend about Nakahama Manjiro titled ' Unpublished Chapter of Japanese History.'

Father Damon, however, was taken ill and passed away on Feb 7, 1885, satisfied with their happy reunion. Capt. Whitfield died at his residence in Oxford village, in Feb.1886 in his 82nd year.

Meanwhile, the John Howland, which rescued Manjiro and four other fishermen of Tosa, had got nipped in the ice and was abandoned off Point Hope in the arctic in 1883.

At the dawn of the cultural intercourse between Japan and the United States, Manjiro played a role of historical importance in the opening and modernization of Japan.

In later years he lived a life of a revolutionist who had forgotten to carry out the revolution, 'half-dead' in both mind and body. The Meiji Government was not wise enough to find a suitable post for such a democratic man as Manjiro. Manjiro, has been ignored in the traditional history of Japan. And up to now,



Bowditch's Navigator

most Japanese historians have missed the importance of Manjiro. However, the United States of America, a democracy, didn't forget him. In 1976, an exhibition was held in commemoration of the bicentennial celebration of the independence of the United States of America at the National Portrait Gallery, Smithsonian Institution in Washington, D.C. For the exhibition, 29 people were chosen amongst thousands of visitors to the United States between the years 1776 to 1914. Of the 29 people selected, two were Japanese — one was the First Japanese Mission to the United States and the other was John Manjiro.

Written by Tetsuo Kawasumi, Ph.D.

Life History

Prof. of Keio University

Exchange Prof. of Brown University

Advisory Curator of Kendall Whaling Museum and New Bedford Whaling Museum

John Manjiro Works

John Manjiro and his age

Collection of writings about John Manjiro

A journal of Lyman Holmes - The records of the whaling ship that rescued John Manjiro

Edited by Mirai-Zukuri Division, Tosa city

Introduction of Tosa city, where John Mung started on the Voyage

Special product catalog

Fish



Seared Bonito

Tosa city is famous for its fresh straw grilled bonito.



Round herring / Sardine

Tosa city is famous for its fresh round herrings caught in the Usa area. Especially fresh sashimi is exquisite!



Seared Moray eel

It is said that Tosa city is the place of origin of this cuisine. It is collagen-rich with an elegant taste. You will enjoy it.

Tosa city is located in the center of Kochi Prefecture. The fishery is prosperous, especially Tosa-bushi (Dried Bonito) which is considered to have originated in the Usa area and in Tosa city. Kochi is blessed with seafood and great sake. Kochi people know the best way to prepare their seafood.



Tosa-Bushi (Dried Bonito)

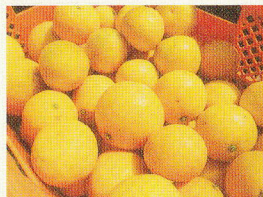
Dried bonito is essential to Japanese cuisine, with its rich flavor and taste.





Melon

Tosa city is famous for its horticulture and agriculture which thrives in the warm climate. A large amount of Melon produced is ranked No.1 in Kochi prefecture including several original luxury brands.



Konatsu (Citrus Tamurana)

Also known as "Hyuganatsu" or "New Summer Orange". It's sweet, sour and bitter flavor combine to give it its great taste.

Tosa city is located on a flat coastline. With great soil from the Niyodo river, it helps the agriculture and horticulture evolve. Tosa city-oriented Pomelo is one of the famous specialties of Kochi. You can find many stores that directly sell fresh vegetables and fruits when driving through Tosa city.

Special product catalog

Vegetables & Fruits



Green Pepper

It is rich in Vitamins A, C and E. It is famous for its safe and reduced use of pesticides and biopesticides by using insects as a farming method.

Ginger

It's used as an herb in local cuisine and for detoxification. Tosa city ranks highly in the production of ginger in Japan.



Tosa Pomelo

The Tosa pomelo originated in Tosa city. Tosa city ranks first in Japan for the production of Pomelo. The Golden pomelo is popular for its mild flavor.



Lily

Tosa city is one of the top producers community of lilies in Japan. Especially, the "Casablanca", which is famous for its luxurious brand of lilies called "Yuria".



Cucumber

Grown in Tosa's great sunlight makes the cucumbers rich in minerals.



Tradition

Japanese Sake

Japanese sake made with the great water of Niyodo river is loved not only in Japan but also all over the world.



The industry of making Japanese Handmade paper had been very popular since the Heian period, made from the water of the Niyodo River. The Tosa handmade paper has been designated as a National traditional craft. Japanese Sake made with the water from Niyodo river is popular. While still preserving the tradition of the Japanese Sake brewery, they are managing to create the new taste.



Tosa handmade paper

Tosa handmade paper is famous for its traditional handmade technique. It is still popular today for its smooth and simple texture.



Festival

Otsuna Festival

This festival of "Tug of war" originated in the Edo era. People compete in a tug of war using a long rope of 76yd, the thickness of 6ft and weighing 1.2tons.



Usa Port Festival

This festival is especially to evoke a large haul and to remember victims of marine accidents. Locals enjoy many events such as a fishing boat parade and a big fireworks show.

Usa Onabe Festival

Locals make a large queue every year for the famous minced sardine soup, cooked in a 6.5 ft large pot.



Sightseeing

Tourist attractions



Kiyotaki-Ji

The Buddhist temple of Shingon. There is a glorious statue of Yakushi-nyorai-ritsu. Many people visit here to ward off evil.



Tosa city has many pilgrim roads to get to the 35th and 36th temple of the Shikoku 88 pilgrimage.

Pilgrim Roads

There are many pilgrim roads in Tosa city which Shikoku pilgrims pass through to get to the temples. Syoryu-Ji Pass (also known as Tsukaji Pass) has been designated as Japan's National historical site for remaining the old landscape.



Shoryu-Ji

The Buddhist temple of Shingon, with Namikiri-fudomyoo as its principal image. People visit here to ask the guardian spirit of the ocean and life for protection.



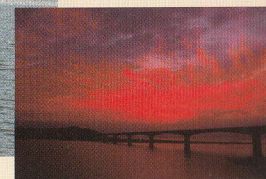
Surfing

The estuary of Niyodo River creates great waves which makes this area one of the best surfing spots in Japan.



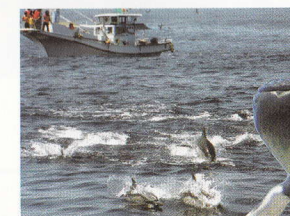
SUP

People enjoy SUP (Stand Up Paddle) around the estuary of Niyodo River and also the route around Yokonami Melange, which is designated as Japan's Natural Monument.



Cycling

There is a cycling route that goes through central Tosa city towards the Pacific Ocean and goes along Niyodo River (15.5 miles). You can enjoy footbaths and hot springs at the end of this route.



Tourist attractions

Activity

