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## The Bark "Julia Ann"

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**Abstract:** The story of the bark "Julia Ann", which sank while transporting a company of Latter-day Saints from Australia on their way to Utah, leading to the deaths of several of them.

County; and the following year he was sent east to take charge of the Church in St. Louis and the Western States. Accompanied by other Elders he left G. S. L. City July 8, 1854, and on the 4th of November following he organized a Stake of Zion at St. Louis, Mo. On Nov. 22, 1854, he commenced the publication of the St. Louis *Luminary*, and he also superintended the emigration, crossing the plains. In 1855 over two thousand Saints commenced the journey to the valleys from Mormon Grove, a place near Atchison City, Kansas, which had been selected by Elder Snow as the starting point for the overland journey. From this mission he returned to Salt Lake City Sept. 1, 1855.

On April 22, 1856, Elder Snow left his mountain home on another mission to the States, from which he returned in August the following year. Having returned from still another mission to the East he was called, in connection with G. A. Smith and other Elders, on a mission to Southern Utah, with a view to locating settlements in the valleys of the Rio Virgin and Santa Clara, for the purpose of raising cotton. This mission started from Salt Lake City Nov. 29, 1861. St. George and other settlements were located the same year; and Apostle Snow has ever since devoted a great deal of his time to the interest of Southern Utah, over which he presided spiritually for many years and also represented the southern counties in the Council

branch of the Utah Legislature, until disfranchised by the Edmunds law.

In 1873 he performed a short mission to Europe, on which he again visited Scandinavia, since which he has principally been engaged in traveling among the Saints in Utah, Arizona, New Mexico and Colorado, aiding in locating new settlements, organizing new wards and Stakes of Zion, as well as strengthening and building up the older ones. Perhaps no other man in the Church has done more pioneer labor than has Apostle Snow. His diligence, untiring zeal and energy are really remarkable; and his name will go down to future generations as a man who devoted all his strength and ability to the building up of the kingdom of God on the earth and for the benefit of mankind. But notwithstanding all he has done in the interest of his country, he is now numbered among the "exiles for conscience sake," not being allowed, under the pressure of the unhallowed persecution now raging against the Latter-day Saints, to remain in peaceful possession of a home within the borders of that land over which the "stars and stripes" wave in supposed triumph over tyranny and oppression. Though now somewhat advanced in years, Apostle Snow enjoys good health, and his mind is apparently as bright and active as ever. His long and varied experience makes him a wise and safe counselor in the midst of his brethren of the Priesthood.

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### THE BARK "JULIA ANN."

Out of the great number of companies of Latter-day Saints which have crossed the ocean from Europe, Asia, Australia and the

Islands of the Sea, the following instance is the only one on record, where loss of life has been caused by shipwreck:

The American bark *Julia Ann*, Captain B. F. Pond, sailed from Sydney, New South Wales, Australia, Sept. 7, 1855, bound for San Francisco, Cal., with 56 souls on board. Twenty-eight of that number, including Elders James Graham and John S. Eldredge, two American missionaries returning home, were Latter-day Saints on their way to Utah. Elder John Penfold, sen, had been appointed by President Augustus Faruham to take charge of the company. The bark left the Sydney Heads at 2 o'clock p. m. with the wind blowing from the north-east. Rather rough weather was encountered for a few days, with strong winds from the east north-east, which caused considerable sea sickness. Otherwise the voyage was successful until the 3rd of October, about nine o'clock p. m., when the vessel struck on the reefs off the Scilly Islands. Captain Pond, expecting to pass between Mopea and the Scilly Islands, had set the watch in the foretop. The log was hove about 8 o'clock p. m., and the bark was found to be making  $11\frac{1}{2}$  knots per hour. Shortly afterwards the sea became broken, and in about an hour the vessel with a tremendous crash dashed head on to a coral reef. She immediately swung around with her broadside to the reef, and the sea made a complete breach over her at every swell.

Directly after she struck, Captain Pond ordered all the passengers into the after-cabin. A scene of indescribable confusion followed as the steerage passengers rushed into the cabin, and several mothers were seen holding their undressed children in their arms as they had snatched them from their slumbers. In a few moments the fear was in some measure delayed by a sailor who came to the cabin for a light, and who told the passengers that although the ship would be lost their lives would be saved, as they were close to the reef.

By the aid of the spanker boom and the expert swimming of one of the sailors, a rope was carried ashore and fastened to the reef, by means of which many succeeded in making their escape in comparative safety from the vessel. Five, however, were drowned, namely Sisters Humphrey and Harris and three children. Brother John McCarthy, one of the passengers, who furnished the editor of the *Western Standard* with a graphic description of the disaster, writes:

"I saw mothers nursing their babes in the midst of falling masts and broken spars, while the breakers were rolling twenty feet high over the wreck. One lady—sister Harris—preparatory to leaving the ship with her two children, the eldest of which was two years old, tied the youngest, a babe six weeks old, to her breast; the vessel imme-

diately afterwards broke in two across the main hatch, and the waters rushing in, engulfed herself and child amid the struggling waves and timbers of the wreck.

"There was another lady—sister Humphrey—who had three children. When the vessel struck she told her friends to protect her children and convey them safely to Great Salt Lake City, for her earthly career was run. Shortly afterwards she, with one of her children, was swept by a sea into the foaming surf, and they were seen no more. There was also a young mother of seventeen, who manifested true courage during the dreadful scene; her husband took their child and lashed it to his back, and struggled to the reef on a rope, with his wife close behind him, and the three were saved unhurt. I must here remark, that amidst all these awful and appalling scenes, not a shriek of despair was heard from one of these mothers and children.

"By about midnight the principal part of the passengers had reached the reef, with the exception of Elder James Graham, and some of the brethren. Soon afterwards the vessel broke to pieces, and the part they were on was providentially carried high upon the rocks, and they were landed in safety. All hands reached the reef, excepting two women and three children who were drowned.

"With our bodies much lacerated by the sharp coral reef, and with a dreary waste of water without land in sight, our situation was a pitiable one; but when the light burst forth from the eastern horizon, we discovered at the distance of about twelve miles, the outline of the Scilly Isles. It was then ascertained that the vessel had struck on the south-west reef of these isles; and by a subsequent observation it was ascertained, that the true position of the Scilly Isles was sixteen miles from the place indicated by the chart.

"At sunrise all hands commenced to make a raft with fragments of the wreck, to convey us to the islands. By about noon the remains of a quarter boat was also fixed up with canvas and copper, to convey the women and children to the land; still the men were compelled to remain on the reef two days and two nights, without anything to eat or drink, and this under a burning tropical sun. The third day we succeeded in reaching the island upon the raft, and found that its only inhabitants were rats and sea-fowl; there was no fresh water to be seen in any direction. By scraping holes, however, in the sand, near the water's edge, with a pearl shell, we were enabled to obtain water, which, by filtration through the sand, was rendered comparatively fresh and palatable. We kindled a fire by the aid of a sun glass, and roasted some shell-fish, and made a very light repast.

"After we were all landed on the island, Captain Pond called all hands to order, and delivered a short address, stating that as we were cast away upon a desolate island, a common brotherhood should be maintained, and every man should hunt birds and fish for our common sustenance, to which proposition all assented. The next morning we found a turtle upon the beach that weighed about three hundred pounds; this gave us strength and confidence to exert ourselves with energy; and we placed sentinels around the island to watch for turtle and wild fowl. Too much can not be said in commendation



of the Saints in this trying situation. I have seen an old lady upwards of sixty years of age out at night hunting turtle.

"In this situation we remained seven weeks. By that time the ship's carpenter had repaired the quarter boat so that it was thought that she might possibly live to perform a voyage to some inhabited land. This, after great difficulty, was launched over the reef, and the captain and nine men, including myself, embarked. Our provisions were a little salt pork and jerked turtle, with two casks of water; there was great danger of being swamped in crossing the reef, with our small boat, but we providentially succeeded in getting safely outside, and were heartily cheered by those on shore. We returned their cheers and took our departure.

"Our boat was almost level with the water; but after four days' hard pulling through squalls and calms, we succeeded in reaching Borabora, one of the Society Islands, a distance of about two hundred miles. The inhabitants treated us with much kindness, and fed us upon poi and breadfruit. From thence I went with the mate and one of the crew to the island of Mopiti, and petitioned King Tapoa for relief. We were received with kindness, and obtained two small schooners with which to return and rescue the passengers. In these we returned to the Scilly Isles.

"In the meantime Capt. Pond had chartered the *Emma Packer* at Huahine, and had sailed for the Scilly Isles and reached there twelve hours before us. She took the passengers from the island and went to Tahiti, consequently when I found they had been taken off, I returned in the schooner to Mopiti. I would here state that while on this uninhabited island we held our regular meetings, dividing the time between worship and labor, as we would have done had we been at our ordinary occupations."

The noble and heroic disposition of Capt. Pond was exhibited throughout the whole sad affair. While the crew was engaged in getting the passengers ashore, Mr. Owens, the second mate, was going to carry a bag containing eight thousand dollars belonging to the captain ashore. The captain ordered him to leave the money and carry a little girl ashore instead. He did so; the child was saved, but the money was lost.

It was on the 3rd of December, 1855, that the unfortunate emigrants were taken from their lonely and exiled condition on the Scilly Islands, by the untiring perseverance of Captain Pond, connected with the charitable good feelings of Captain Latham, master of the schooner *Emma Packer*, who came to

their relief. They were first taken to Huahine, one of the Society Islands, thence to Tahiti, where they were most kindly treated by the inhabitants. The United Board or Masonic Lodge took immediate measures to relieve their wants, by providing or finding shelter and food for all. The American Consul provided for the crew.

Elders Graham and Eldredge returned with the schooner to Huahine, where they remained a month and then sailed for Honolulu, on the Sandwich Islands. After remaining there two weeks they were enabled, by the assistance of an Elder Evans and others, to engage passage on board the *Francis Palmer*, with which they, after twenty three days' sailing, safely arrived in San Francisco, Cal., April 23, 1856.

Elder John McCarthy, after returning to Mopiti, commenced to preach the Gospel there, found favor with King Tapoa, and soon had the satisfaction of baptizing the king's interpreter, Captain Delano, a Maltese by birth, who could speak seven languages. Brother McCarthy ordained this man an Elder and was enabled through him to preach to the natives, who received his testimony with much favor. After about three weeks' stay at Mopiti, Elder McCarthy sailed for the island of Riatea, where he baptized a Spaniard by the name of Shaw and ordained him an Elder. He remained on that island two weeks, when he obtained passage for Tahiti in a French sloop, and from thence sailed for San Francisco, Cal., where he arrived April 14, 1856.

After the departure of Elders Graham, Eldredge and McCarthy, and another one of the emigrants from Tahiti, the following Saints were left at that place: John Penfold, the President of the company, and his wife, two sons and three orphan children, whose parents were lost; Brother Anderson, wife and seven children, and Brother Logie, wife and one child. Brothers Penfold and Logie, with their families, embarked for California a short time afterwards; and finally Brother Anderson and his family, the last members of the ship-wrecked company, embarked and sailed from Tahiti on the *G. W. Kendall* on May 5th, arriving at San Francisco, June 27th, after an edious passage.

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## MISCELLANEOUS.

SNOW, (WILLARD,) a brother of Apostle Erastus Snow, was born May 6, 1811, in St. Johnsbury, Caledonia County, Vermont, was baptized into the Church of Jesus Christ of Latter-day Saints, June 18, 1833, by Elder

Orson Pratt, and removed to Kirtland, Ohio, in the spring of 1834, together with his brother Zerubbabel and other members of the family. The same year Willard joined Zion's Camp, in which he traveled to Mis-