

EARLY RELATIONS OF THE SANDWICH ISLANDS TO THE OLD OREGON TERRITORY

If one will open before himself a map of the Pacific Ocean, he will be struck by the position of the Sandwich or Hawaiian Islands. As far as distances from large land masses are concerned, it will be seen that the group is nearer the North American continent than it is to Asia or Australia. It is only 2,000 miles from San Francisco, while it is 3,000 miles to Kamchatka, the nearest point on the Asian continent; but the distance to China is 4,000 miles and to Rockhampton, Australia, 4,100 miles. So far then as sea travel in ocean steamships is concerned, Hawaii belongs to America.

But we must look back beyond the time of steam, beyond the time of sails even, back to the time when the Hawaiian Islands were blown up out of the bed of the ocean as volcanoes. Look now to the side of America and we find no connection whatever between the continent and the islands. The depth of the ocean is greatest here—over two miles—and there are no shallow places from dry land to dry land—two thousand miles of deep blue sea. Looking to the west, however, we notice that there are unbroken chains of islands spreading out in every direction northwestward toward Japan, westward through the Johnstone, Marshall, Caroline and Ladrone Islands to the Philippines, and southwestward through the Christmas, Samoan, Figi Islands and New Caledonia to Australia. The Hawaiian Islands therefore belong to Oceanica, a submerged continent, with its mountain tops and high plateaus elevated above the ocean.

Turning to fauna and flora, the same kinship to Oceanica and lack of relationship to North America are noticeable. Prof. J. Arthur Thomson of the University of Aberdeen (*The International Geography*, p. 83, et seq.) points out that the plants of Hawaii are the same as, or very similar to, those of the Figi Islands and Australia. But more surely than plants, do the animals show the connection between the Sandwich and the other islands of Oceanica.

Likewise the Kanakas, the aborigines of Hawaii, belong to the Polynesian peoples, called by Dr. A. H. Keane, formerly vice-president of the British Anthropological Institute, the Indonesian Race. (*The International Geography*, p. 108). To this race belong the Samoans, Tahitians, Maoris, Marquesas, and Hawaiians. These peoples form a very small division of the Asiatic branch of the white race. How distinct and unrelated then are the Hawaiians to the North American Indians who, accord-

ing to the same authority, are a race by themselves, possibly of Mongolian kinship.

Period of Discovery and Exploration

It may then be said with safety that there was no connection between the Sandwich Islands and the northwest coast in prehistoric ages, nor even in historic times up to the time of the discoveries in the latter part of the eighteenth century. The discoverers of Hawaii found only two pieces of evidence that the Kanakas had previously had any connection with Western civilization whatever. One was a bent piece of iron, the other an edge-tool probably made from the point of a European broadsword. Cook, the finder, himself points out that these two pieces of iron probably came from some other Polynesian island where European boats traded. It is known that the Kanakas had some sort of communication with the Marshall Islands. Or, possibly a keg bound with iron hoops had been thrown overboard by some ship and had drifted onto the Hawaiian shore.¹

Captain James Cook, sailing on a scientific voyage to the Pacific, discovered the Sandwich Islands in 1777. He found them inhabited by a handsome race of people of splendid physique, but uncivilized. Sailing northwestward from Hawaii about Feb. 1, 1778, he saw for two months neither bird nor fish. In latitude 44° 33' Cook sighted land on March 7, and on the 22nd saw and named Cape Flattery. He landed at Nootka on Vancouver's Island March 29. Later he proceeded to the Russian American post, and thence returned to the Sandwich Islands, where he was killed by the natives.² Professor Meany says that "his stay at Nootka had two important results. The furs obtained caused a sort of stampede of fur hunters to the Northwest Coast. He recorded a list of native words," from which grew the Chinook jargon. For purposes of this paper, however, the importance of Cook's voyage is that it is the first connection between the Hawaiian Islands and the Oregon country.

The Sandwich Islands, from 1778 on, figured in all the voyages of exploration to the Northwest Coast of America. Going out from England or from Boston and New York, ships took in supplies at Hawaii. Likewise on the return trip.

Captains Portlock and Dixon in the *King George* and *Queen Charlotte* made the trip to explore the fur trading country, sailing from England in 1783.³ They arrived at the Sandwich Islands the next year, provisioned

¹Gen. History and Collection of Voyages and Travels, by Robert Kerr. Printed by Jas. Balantyre & Co., Edinburgh, 1815. Vol. 16, pp. 185-6.

²Ibid., pp. 197-206, et. seq.

³Dixon, Cap. George, A Voyage Round the World, but More Particularly to the N. W. Coast of America. London; Geo. Goulding, Haydn's Head. 1789.

and proceeded thence to Cook's River. They did not make Nootka on account of the winds. In December, 1786, they returned to the Hawaiian Islands to trade and to winter. Getting provisions, bread fruit, sweet potatoes, yams, cocoanuts and wicker work baskets, they went back to the Northwest Coast in the spring of 1787. Securing a shipload of furs on Queen Charlotte's Island, they sailed for the Sandwich Islands on their way to Canton, China. This time they carried from the islands hogs, taro and sugar cane.

In 1786-7⁴ John Meares made a trip from India to the coast of America, probably Alaska, and returned to Canton by way of Hawaii. Many Kanakas, out of remorse and sorow for having slain Captain Cook, wished to visit Cook's country. Meares took with him to Canton just one, Chief Tianna, a brother of the king of Atooi. In his book,⁵ published in 1790, Captain Meares gives a long argument for starting a great trade between China and Northwest America. He even mentions the articles to be exchanged, and of course the Sandwich Islands figured as an important midway station and wintering place.

The Fur Trade

His interest greatly aroused by this first expedition, John Meares planned a second voyage. Assisted by East Indies merchants, he fitted out two ships in Canton for the fur trade and other purposes, and directed them to go to Nootka Sound on the Northwest Coast. He himself captained one of the vessels. Fifty Chinese were taken along to act as carpenters and laborers in the enterprise to be embarked in at Nootka. There were also taken on board a number of American Indians and Kanakas who were to be returned to their homes. Chief Tianna, who had been taken to China by Meares in 1787 to see the world, was among these.⁶

Blown out of their course, they went through the Philippine Islands. Winee, a native woman of Owyhee, who had been taken by a Mrs. Barclay to China,⁷ died and was buried at sea. On board a plan was made to build a ship at Nootka. They reached that sound in May, 1788, explored the coast southward in June and the next month entered the Straits of Juan de Fuca. One of the vessels, the *Felice*, went back to China by way of Hawaii that fall.

The utter dissimilarity between Kanakas and American Indians is well illustrated by an incident that occurred at Nootka. In August, 1788,

⁴Meares, John, Esq., *Voyages Made in the Years 1788-89*. London Logographic Press. Sold by J. Walter, No. 169, Piccadilly. 1790. From the *Introductory Voyage*, p. XXXIX.

⁵Ibid.

⁶Meares, *Voyages made in years 1788-89, etc.*

⁷Meares, *Voyages made in years 1788-89, etc.*, p. 28.

Chief Tianna met the Indian chief, Maquilla. Comekela,⁸ an Indian who had been at the Sandwich Islands and knew of the Kanaka chief's high connection, acted as interpreter. When the representatives of the two races stood beside each other, the Kanaka was so much larger that Maquilla showed instant dislike for him. Tianna likewise expressed his disgust for the Indians not only on account of their contemptible smallness, but because they were cannibals. In relating the matter in his book, Meares remarked on the superiority of the Sandwich Islanders and expressed the hope that the half million might some day become civilized subjects of Britain.⁹

The ship that had been planned on board the way out was finally built at Kootka and called the *Northwest America*. Her first voyage,¹⁰ it is interesting to note, was to the Hawaiian Islands, October to December, 1788. This, the first vessel built on the Oregon coast, made its maiden voyage to the Sandwich Islands. Along with her went the *Iphigenia*, the other ship brought out by Meares. They wintered in Hawaii and were unmolested by the natives. Captain Douglas mentions¹¹ the fact that while several European vessels had touched at the ports of these islands since Captain Cook's death, his crew was the first to go ashore. The two vessels returned in March, 1789, to Nootka. In July of the same year the *Iphigenia* left the Oregon coast and provisioned at Hawaii on her way to Canton.¹²

Later Meares sent out two other vessels to the coast of Oregon. They carried a number of Chinese for whom Kanaka wives were to be obtained at Honolulu, and a colony was to be founded at Nootka. Another schooner was to be built. But these vessels were seized by the Spaniards and the project failed of accomplishment.¹³

In 1789 Captain Metcalf sailed in the *Eleanor* to the Northwest Coast for trade in furs.¹⁴ On his trip from Nootka to China, he touched at Hawaii, as had by this time become the custom. The crew went ashore. When the ship was ready to leave, the boatswain was retained on shore by the Kanaka chief, Tamaahmah. The *Eleanor* sailed without him. Being well treated by his captain, John Young became useful to the ambitious chief, helping him become king over the several islands. This Englishman was probably the first European to become a resident of the Sandwich Islands. He was made governor of Owyhee Island, and was still living there with a native wife and in his high office in 1811, when the Astor

⁸Ibid., p. 209.

⁹Ibid., p. 210.

¹⁰Ibid., p. 334, et seq.

¹¹Ibid., p. 343.

¹²Meares, *Voyages made in years 1788-89, etc.*, p. 28.

¹³Meany, E. S. *History of the State of Washington*, pp. 29-31. N. Y. Macmillan & Co.

¹⁴Irving, *Washington*. Astoria, p. 58-60. Chicago; Donohue Brothers, 407-429 Dearborn St.

party arrived. As late as 1842 we find the Honolulu Polynesian mentioning the visit of the king to Governor John Young, who was dying, no doubt of old age.¹⁵

Captain Gray, a Bostonian, in the *Columbia* came to the Coast in 1789, secured a shipload of valuable furs and sailed to Canton to sell them.¹⁶ He touched at Hawaii and took with him (says Prof. Meany) Chief Attoo, who accompanied him on from China to Boston in 1790. Gray returned to Nootka in 1791 and began building a schooner. A plan of the Indians to massacre the whites was averted through the loyalty of a Kanaka servant. The schooner was launched in February, 1792, and named *Adventurer*.

Another story¹⁷ told of the *Columbia* this same year of 1789 says that Captain Ingraham carried furs in her in October from Nootka to Canton by way of Hawaii. He carried a native crown prince, Opye, with him to Boston—the beginning, says Mr. Callahan, of friendship between the United States and the Islands. Other American vessels had stopped at the Sandwich Islands previous to this, but had not been favorably impressed with the natives. Captain Ingraham, now in the *Hope*, took Opye back to Hawaii in 1791 and sailed on to the Northwest Coast (probably Prince Edward's or Queen Charlotte's Isles), where repairs were made and water and wood obtained. They killed and ate a hog brought from the Sandwich Islands.¹⁸

Vancouver, on his way out to explore the western coast of North America, provisioned at the Sandwich Islands in 1792. From that date onward until 1814 American trade in the Pacific grew more rapidly than the English trade.

No permanent settlements were made on the coast; but a lively exchange of commodities took place on the decks of the trading vessels. They took knives, iron, copper pans, and trinkets from Boston, got furs for them on the Northwest Coast, completed their cargoes with sandalwood at the Sandwich Islands and exchanged everything for teas, silks and nankins at Canton. On their voyages they used the Sandwich Islands as a principal place of resort. Using these islands as a base, they developed the whaling, sealing and pearl oyster industries. The industry of the Americans finally resulted, says Callahan, in the settlement of Astoria and the colonization of Oregon.¹⁹

¹⁵Littell's Living Age, Vol. 5, 1845, pp. 165-167. Boston. T. H. Carter & Co. Taken from the "National Intelligencer."

¹⁶Meany, pp. 41-42.

¹⁷Callahan, American Relations in the Pacific and Far East. Baltimore; Johns Hopkins Press, p. 16.

¹⁸Ibid., pp. 20-21.

¹⁹Callahan, American Relations, pp. 21-22.

John Jacob Astor was long engaged in this trade, and in 1810, for the purpose of securing such a control of that trade as to lessen the danger of rivalry by the Northwest Fur Company, he organized the Pacific Fur Company,²⁰ and planned a permanent American settlement at the mouth of the Columbia River. He had a comprehensive plan, says Washington Irving, of establishing friendly relations between the Hawaiian Islands and his intended colony. He expected that his colony would for a time have to draw supplies from the islands, and he even had a vague idea of some time or other getting possession of one of these islands as a rendezvous for his ships, and a link in the chain of his commercial establishments.²¹ In sending the *Tonquin* by sea to the Columbia, he had the partners stop at the Sandwich Islands and make arrangements for building up a trade between them and the American Fur Company. They found the king inclined to trade with the whites of the Northwest. He had already encouraged twenty or thirty Europeans and Americans to settle in his islands.²²

From the Hawaiian Islands, the *Tonquin* took to the colony at Astoria a supply of hogs, several goats, two sheep, and a quantity of poultry. Twelve Kanakas enlisted for three years for service of the company at Astoria, for which they were each to receive board and clothing and \$100 in merchandise.²³ In the following year the *Beaver* was sent out by Astor. It, too, touched at the Sandwich Islands and carried supplies to Astoria. Twelve more islanders were taken to the continent.²⁴ On March 6, 1813, the *Lark* was sent out from New York, but was wrecked in a storm off the Hawaiian Islands. Though unfitted for navigation, the ruined ship drifted ashore and part of the crew was saved. The king drove a hard bargain with the stranded survivors, offering to keep them until they could leave the islands in exchange for the wrecked vessel and its cargo.

Mr. Hunt, the manager at Astoria, visited Honolulu on his way back from China, where he had gone to dispose of furs. There he heard of war between the United States and Great Britain. Hurrying on to Astoria, he found the partners anxious to sell out to the Northwest Company, a Canadian concern. They, too, had heard of the war, and feared the approach of the English sloop of war *Raccoon*. Hunt sailed at once for Hawaii to obtain a ship on which to carry away as much as possible of Astor's property at the mouth of the Columbia. At the islands he came across the captain and crew of the wrecked *Lark*, and buying a brig for \$10,000, he used these men to navigate it back to Astoria. Arriving, he found that

²⁰Ibid., pp. 30-31.

²¹Irving, Astoria, p. 56.

²²Ibid., p. 62.

²³Irving, Astoria, pp. 62-63.

²⁴Ibid., pp. 269-272.

the sale of the factory to the Canadian company had been consummated in his absence.²⁵

From this time onward, American vessels, in their voyages to and from the Northwest Coast, frequently stopped at the Sandwich Islands for refreshments and repairs, and for the restoration of health to their crews, who became worn out by the long and stormy passage around Cape Horn and by the watchfulness and anxiety in guarding against the Indians when the ships were trading along shore.²⁶ Honolulu became a depot for fresh supplies, repairs, and after whaling began, for the temporary storage of whale oil.²⁷ In 1820 the United States appointed John C. Jones as agent for commerce and seamen at this port.²⁸ In 1826 there were 2,000 American seamen at Honolulu alone, and for their protection the Secretary of the Navy, in 1827, recommended that six vessels be kept in commission in the Pacific.²⁹ In 1829 it was estimated that in one year Hawaii was visited by one hundred American vessels with cargoes valued at five million dollars.³⁰ To show to what extent the islands had developed for repairing vessels in the Northwest trade, in 1831 two ships of 180 and 190 tons were hove down, caulked and coppered in five days.³¹ The number of ships touching at Honolulu from 1824 to 1831 was as follows:

	1824	1825	1826	1827	1828	1829	1830	1831
American	66	56	88	82	116	108	100	83
English	17	20	13	18	31	27	26	30

Direct Trade Between Hawaii and the Northwest

While this carrying trade and Indian traffic were going on, both the Hawaiian Islands and the Northwest Coast were being settled to some extent by permanent white colonists. By 1840 there were between 150 and 250 English and American residents of Honolulu alone.³² There were a number of whites outside of this town. The Oregon country contained about a hundred families in the same year.³³ Considerable trade

²⁵*Ibid.*, pp. 358-361.

²⁶*North American Review*, 1816, Vol. 3, p. 42. Boston; Wells and Libby,

²⁷Callahan, *American Relations in the Pacific and Far East*. Footnote, p. 39. Baltimore. Johns Hopkins' Press.

²⁸*Ibid.*, p. 39.

²⁹*Ibid.*, p. 40.

³⁰*Ibid.*, p. 41.

³¹McCulloch, *Commercial Dictionary*, 1841. Philadelphia, Thomas Wardle, 15 Minor St. 1841.

³²McCulloch, *Commercial Dictionary*, 1841. Philadelphia, Thomas Wardle, Minor St. 1841.

³³Bancroft, Hubert Howe; *Bancroft's Works*, Vol. XXIX., *History of Oregon*, Vol. I., p. 161. San Francisco: The History Company, Publishers. 1886.

between Oregon and Hawaii developed, the former sending its wheat, beaver skins, salmon, and lumber to the islands and receiving in return sugar, molasses, tea, coffee and commodities brought there from China, England and the Eastern United States.³⁴ Captain Belcher speaks of sawed planks and salmon as being the principal export in 1839 from Fort Vancouver (on the Columbia River) to the Sandwich Islands.³⁵ The following were the value of cargoes landed at Honolulu, a large part of which was from Oregon: In 1839, \$210,000; in 1840, \$235,850; in 1841, \$469,250.³⁶

As an example of the business carried on, there appeared in the Honolulu Polynesian of August 31, 1844, an advertisement of Albert E. Wilson, general commission merchant, Astoria, mouth of the Columbia River, offering to buy the products of the Hawaiian Islands and to sell merchandise and products from the Oregon country. On September 28, 1844, the same paper states: "The riches of the Sandwich Islands lie in the soil. A continent lies near us, rapidly filling with Anglo-Saxon sons. Sugar, coffee, indigo, tobacco, cotton and cabinet lumber will be the staple articles" the islands would produce for export, along with yams, arrow root, hemp and raw silk. "These islands will become the West Indies of the Northern Pacific; the trade will naturally go forward to Oregon, and if we do not hasten operations the demand will exceed our means of supplying it." The existing trade between the Columbia River and the Sandwich Islands was evidenced by an advertisement in that week's paper of the arrival for sale of 107,000 feet of lumber, 300 barrels of superior flour, 300 barrels of Columbia River salmon, etc., by the barque *Brothers*.³⁷

Mention should be made of the importation of Kanaka laborers from Hawaii, especially in the earlier days. They were of great service in doing the work requiring little skill, but were even employed in boatbuilding and in the saw mills. The islanders, however, suffered intensely from the colder climate of the Oregon country.³⁸ Coral brought from the Sandwich Islands was used in constructing the "fort" established at Vancouver on the Columbia River and in building chimneys for the settlers.³⁹

³⁴E. White, Sub Agent of Indian Affairs, Report of, to the Secretary of War (Nov. 4, 1844). Senate Documents, 1st Session 29th Congress, Vol. I, 1845-6. Serial No. 470. Doc. 1, p. 623.

³⁵Belcher, Capt. Sir Edward: Narrative of a Voyage Round the World, performed in H. M.'s ship Sulphur. London: Henry Colburn, Publisher. Vol. I, p. 296. 1843.

³⁶Reports of Committees, 27th Congress, 3rd Session. Report No. 31, p. 37.

³⁷Littell's Living Age, Vol. 5. Boston, T. H. Carter & Co. 1845. Pp. 165-67.

³⁸Ross, Alexander, Adventures of the First Settlers on the Oregon and Columbia River, p. 74. London; Smith, Elder & Co., 1849.

³⁹Vavasour, M., Report of, On the Oregon Country, March 1, 1846, to Col. Halloway, Commissioner of Royal Engineers, Canada. In University of Washington Library.

The Whale Fishing

The whale fishery forms an interesting chapter in the history of the Hawaiian Islands and likewise of the Northwest Coast. But, as I am trying to point out only the points of contact between the two regions, this particular industry can be treated only in so far as it connects them.

As early as 1823, there were counted in the port of Honolulu on one day forty whaling vessels.⁴⁰ The newspaper referred to above mentioned that the American whaling shipping that touched at the Hawaiian Islands from January to October 10, 1844, amounted to \$9,621,960 with 176 vessels and 5,407 men.⁴¹ The entire whaling fleet of all nations in the Pacific employed 675 vessels, 197,187 tons, 40,000 men. Four hundred and fifty of these vessels were engaged in whaling on the coast of Oregon and the Sandwich Islands.⁴² The amount of intercourse between these two regions resulting from this industry can be better imagined than reduced to figures.

The Missionaries

In 1820 the American Board of Commissioners for Foreign Missions (supported by the Congregational, Presbyterian and Dutch Reformed Churches) sent out missionaries to the Hawaiian Islands, and the work was eminently successful. By 1839 the missionaries had increased so in numbers and influence that they were in complete control of the islands. They owned considerable land and cultivated plantations.⁴³ A school was established.

In 1836 the same board planted a mission at Walla Walla, and the next year another at Lapwai among the Nez Percés, and then took over the Methodist mission at The Dalles. "In 1838 the mission church at Honolulu sent a contribution of \$80 and ten bushels of salt to the Oregon mission. The next year, the same church made a much more important contribution in the form of a small printing press, with type, ink, paper and other appliances to the value of \$450. E. O. Hall, an experienced printer with the Hawaiian mission, accompanied the press to Oregon in order to give his invalid wife a change of climate. The press was sent to Lapwai, where Mr. and Mrs. Hall remained until the spring of 1840. Mr. and Mrs. Spalding learner to set type and to print. Soon the Gospels and some hymns were published in the Nez Perce language.

⁴⁰Callahan, *American Relations in the Pacific and Far East*. Baltimore, Johns Hopkins Press, p. 39, footnote.

⁴¹Littell's *Living Age*, Vol. 5. Boston: T. H. Carter & Co., p. 165-167. 1845.

⁴²Senate Documents, 29th Congress, 1st Session. Volume IV., 1845-46. Doc. No. 170. p. 4.

⁴³Belcher, *Narrative of a Voyage Round the World*. London: Henry Colburn, Pub., 1843. Vol. I., p. 276.

This was the first printing in the Pacific Northwest. This old press is now a cherished relic in the museum of the Oregon Historical Society at Portland."⁴⁴

During all these early years the families in the Northwest heard very infrequently from their homes on the Atlantic Coast. The mail was brought from the East around Cape Horn and via the Sandwich Islands to Fort Vancouver. The trip, which required at least six months, was made by the Hudson's Bay Company's boat once a year.⁴⁵

Diplomatic and Strategic Questions

In 1838 a bill was introduced into Congress to authorize the President to occupy the Oregon territory. Immediately a select committee, with Mr. Linn as chairman, was appointed to report on the advisability of making an effort to hold the Northwest country. After careful and extended investigation, the committee reported June 6, 1838, giving a most glowing report of the resources of the Pacific territory. It pointed out that commercially, at least, Great Britain was beating us out. On the north bank of the Columbia River the Hudson's Bay Company's "sawmill cuts 2,000 to 2,400 feet of lumber daily; employs 28 men, chiefly Sandwich Islanders, and 10 yoke of oxen; depth of the water four fathoms at the mill, where the largest ships of the company take in their cargoes for the Sandwich Islands' market." The report points out the advantageous position of the Hawaiian Islands in the China trade, and pessimistically predicts that they will fall into the hands of the English.⁴⁶

Once awake to the importance of our holding the Oregon country and annexing the Hawaiian Islands, leaders in Congress brought their powers of argument to bear to bring the government to act. If we didn't get those countries, England would, and then where would our whaling be? Committee reports complain that our whaling was injured because we had no domestic port on the Pacific Coast and had to submit to the exactions of the Hawaiian government.⁴⁷ H. A. Pierce wrote a report to the Hon. Lewis F. Linn, dated Boston, May 1, 1842, in which he explained that the Hudson's Bay Company was trying to get all of Oregon, Mexican California and the Sandwich Islands. He asserted that a branch had been established at San Francisco and at Honolulu, and that other

⁴⁴Meany, Edmond S., *History of the State of Washington*. New York: Macmillan Company, p. 115.

⁴⁵Myron Eells: "Father Eells." Boston and Chicago: Congregational Sunday School and Publishing Society. Chapter III.

⁴⁶Senate Documents, 25th Congress, 2nd Session. Vol. 5. Document No. 470. June 6, 1838.

⁴⁷Senate Documents, 29th Congress, 1st Session. Vol. IV., 1845-46. Doc. 176, p. 4.

branches were contemplated in California and Hawaii.⁴⁸ The report of the Committee on Military Affairs, January 4, 1843, favored active settlement of the Oregon country, a military post at the mouth of the Columbia, and the protection of the Sandwich Islands from English aggression.

The government took active measures for the taking of Oregon and finally it became a part of the United States. But, though we had many excuses for annexing the Sandwich Islands, interest in them lagged and a half century passed before they were taken. Meanwhile Oregon was rapidly settled and her people began to look eastward across the Rocky Mountains instead of southward to Hawaii. However, as late as 1854, the territory declared in a joint resolution that great advantage would result to that territory and to the United States of America by the annexation of the Sandwich Islands.⁴⁹

In conclusion, one is prone to wonder why after such a bright beginning the intercourse between the Pacific Northwest and the Sandwich Islands should have declined and entirely fallen off about 1850. I wish to suggest the following reasons:

(1) The fur trade between the American coast and the rest of the world died out in 1825 with the invention of the silk hat.

(2) The whale fisheries died out by 1845 through the exhaustion of the supply.

(3) The development of overland transportation routes from the East to the Northwest Coast.

(4) The rapid settlement of California after the discovery of gold in 1848 made San Francisco the chief trading point on the Pacific Coast of America. Hawaii thereafter traded with California instead of the Oregon country.

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⁴⁸Reports of Committees, 27th Congress, 3rd Session. 1842-3. Vol. I. House of Representatives. Report No. 31, p. 61.

⁴⁹Meany, History State Washington, p. 152.