

Hawai'i Enters the Global Economy

The Hawaiian Islands first entered the international economic scene in the latter part of the 18th century when its ports and favorable climate made the Islands an ideal winter harbor and stopover for merchant ships, whalers and explorers' vessels who needed to replenish food and water supplies, or make necessary repairs. (Duncan) Hawai'i's location and climate spurred subsequent economic opportunities.

Let's look back ...

Research indicates human colonization of Eastern Polynesia took place much faster and more recently than previously thought. Polynesian ancestors settled in Samoa around 800 BC, colonized the central Society Islands between AD 1025 and 1120 and dispersed to New Zealand and Rapa Nui and other locations between AD 1190 and 1290. (Hunt; PVS)

Using stratigraphic archaeology and refinements in radiocarbon dating, recent studies suggest it was about this same time that "Polynesian explorers first made their remarkable voyage from central Eastern Polynesia Islands, across the doldrums and into the North Pacific, to discover Hawai'i." (Kirch)

"Most important from the perspective of Hawaiian settlement are the colonization dates for the Society Islands and the Marquesas, as these two archipelagoes have long been considered to be the immediate source regions for the first Polynesian voyagers to Hawai'i."

"It is suggested here that initial Polynesian discovery and colonization of the Hawaiian Islands occurred between approximately AD 1000 and 1200." (Kirch) This effectively started the 'Settlement' phase.

For generations, the small, slowly growing population clustered around shore sites near streams that supplied them with water. Such sites are best for inshore fishing.

Kamakau states that there were no chiefs in the earliest period of settlement but that they came "several hundred years afterward ... when men became numerous." "There is also no question that at least O'ahu and Kauai islands were already well settled, with local populations established in several localities, by AD 1200." (Kirch)

By the time Europeans arrived in Hawai'i in the 18th-century, voyaging between Hawai'i and the rest of Polynesia had ceased for more than 400 years, perhaps the last voyager being Pā'ao or Mo'ikeha in the 14th-century. The reason for the cessation of voyaging is not known.

However, after the 14th-century, the archaeological evidence reveals a dramatic expansion of population and food production in Hawai'i. Perhaps the resources and energies of the Hawaiian people went into developing their 'āina; and ties with families and gods on the islands to the south weakened. (Kawaharada; PVS) (Lots of information here from Kirch, Kawaharada and Polynesian Voyaging Society.)

At That Time, There Was Conflict In Various Parts Of The World ...

It was nearing the end of the Heian period in Japan. The battle of Kawasaki was the first major battle of the Early Nine Years' War (Zenkunen War) (1051-1063.) (The fighting lasted for twelve years (or nine if you subtract short periods of ceasefire and peace.)) At about this time, the seiitaishogun or shōgun became de facto rulers of Japan through powerful regional clans with support from samurai (bushi) serving as the military nobility.

Europe was at war as well; on September 28, 1066, William (William the Conqueror) of Normandy (Northern France) landed in England on Britain's southeast coast, with approximately 7,000 troops and cavalry.

He then marched to Hastings; on October 14, 1066 William defeated King Harold (England) at the Battle of Hastings. After further military efforts, William was crowned king (the first Norman King of England) on Christmas Day 1066.

At the end of the century, Europe saw the first of the Crusades, launched on November 27, 1095 by Pope Urban II; it was a military expedition by Roman Catholic Europe to regain the Holy Lands taken in the Muslim conquests of the Levant, ultimately resulting in the recapture of Jerusalem in 1099. (Between 1095 and 1291 there were seven major crusades.)

Spanish in the Pacific

"On May 3, 1493, Pope Alexander VI, to prevent future disputes between Spain and Portugal, divided the world by a north-south line (longitude) 100 leagues (300 miles) west of the Cape Verde Islands." (Off Senegal on the western coast of Africa.)

"In 1494, by the terms of the Treaty of Tordesillas, Spain and Portugal agreed to move that line to a meridian 370 leagues west of the Cape Verde Islands."

On November 28 1520, Ferdinand Magellan entered the "Sea of the South" (which he later named the Pacific) and thereby open up to Spain the possibility of an alternative route between Europe and the spices of the Orient." (Lloyd)

Then, almost 50 years after the death of Christopher Columbus, Manila galleons finally fulfilled their dream of sailing west to Asia to benefit from the rich Indian Ocean trade.

"The Spanish Galleons were square rigged ships with high superstructures on their sterns. They were obviously designed for running before the wind or at best sailing on a very 'broad reach.'"

"Because of their apparently limited ability to 'beat their way to windward' (sail against the wind), they had to find trade routes where the prevailing winds and sea currents were favorable." (Lloyd)

Starting in 1565, with the Spanish sailor and friar Andrés de Urdaneta, after discovering the Tornaviaje or return route to Mexico through the Pacific Ocean, Spanish galleons sailed the Pacific Ocean between Acapulco in New Spain (now Mexico) and Manila in the Philippine islands.

Once a year, gold and silver were transported west to Manila in exchange spices (pepper, clove and cinnamon), porcelain, ivory, lacquer and elaborate fabrics (silk, velvet, satin), collected from both the Spice Islands (Moluccas, Indonesia) and the Asian Pacific coast, in European markets.

They also carried Chinese handicrafts, Japanese screens, fans, Japanese swords, Persian carpets, Ming dynasties and a myriad of other products. East Asia traded primarily with a silver standard, and the goods were bought mainly with Mexican silver. (Pascual)



The galleons leaving Manila would make their way back to Acapulco in a four-month long journey. The goods were off-loaded and transported across land to ships on the other Mexican coast at Veracruz, and eventually, sent to European markets and customers eager for these exotic wares. (GuamPedia)

In 1668 a royal decree required the galleons to stop in Guam in the Mariana Islands on their westward voyage from Acapulco to Manila. This allowed ships to replenish supplies and was the only means for communication between Spain and the Marianas colony.

The Manila Galleon Trade lasted for 250 years and ended in 1815 with Mexico's war of independence. More than 40-Spanish galleons were lost during this 250-year period. (Lloyd)

“The voyage from the Philippine islands to America may be call'd the longest, and most dreadful of any in the world; as well because of the vast ocean to be cross'd, being almost the one-half of the terraquous globe, with the wind always a-head; as for the terrible tempests that happen there, one upon the back of the other ...”

“... and for the desperate diseases that seize people, in seven or eight months living at sea, sometimes near the line, sometimes cold, sometimes temperate, sometimes hot, which is enough to destroy a man of steel, much more flesh and blood, which at sea had but indifferent food.” (Dr. Gemilli, Popular Science, 1901)

“The Spanish captains normally made their eastbound Pacific crossings between 31° N and 44° N latitude to insure that they would remain in the zone of the westerly winds. They would want to avoid the 'horse latitudes' (around 30° N) and they would certainly want to remain well north of the northeast trade winds that would drive their square rigged ships back to the Philippines.”

“This northerly route back to Acapulco would normally keep the galleons at least 1,000 miles north of Hawaii and it would not be surprising if little or no contact with the Hawaiian Island occurred during these difficult eastbound crossings of the North Pacific.”

“The westbound route from Acapulco offers an entirely different set of navigational considerations. Friar Urdaneta’s route involved sailing down to 13° N latitude (or 14° N) and following that parallel all the way to Guam and on to the San Bernardino Strait in the Philippines.”

“Unknown to the Spanish navigators, the very favorable ocean currents mentioned above would position their ships much further along their westbound course than indicated by using their ship’s mechanical ‘log’ to measure their ship’s speed through the water.” (Lloyd)

Some suggest the Spaniards came to the Islands a couple of centuries before Cook saw them.

“Old Spanish charts and a 1613 AD Dutch globe suggest that explorers from Spain had sighted Hawai’i long before Captain Cook. When Cook arrived in 1778, galleons laden with silver from the mines of Mexico and South America had been passing south of Hawai’i for two centuries on annual round trip voyages of 17,000 miles between Acapulco and Manila.” (Kane)

“It seems to be almost certain that one Juan Gaetano, a Spanish navigator, saw Hawaii in 1555 AD. A group of islands, the largest of which was called La Mesa, was laid down in the old Spanish charts in the same latitude as the Hawaiian Islands, but 10 degrees too far east.” (Hawai’i Department of Foreign Affairs, 1896)

“There are undoubted proof of the discovery of the Hawaiian Islands by the Spaniard, Juan Gaetano. This is the first known record of the islands among the civilized nations. There are evident references to this group in the legends of the Polynesians in other Pacific islands.” (Westervelt 1923)

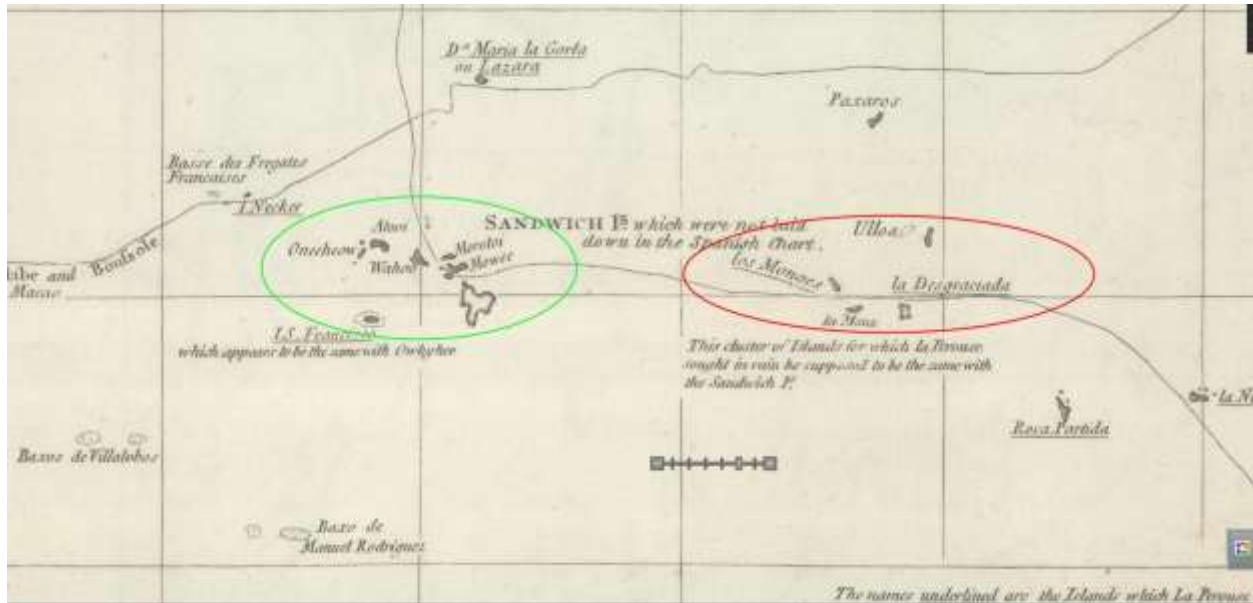
La Perouse noted, when he briefly visited the Islands (1786,) “In the charts, at the foot of this archipelago, might be written: ‘Sandwich Islands, surveyed in 1778 by Captain Cook, who named them, anciently discovered by the Spanish navigators.’” (La Perouse, Fornander)

“By all the documents that have been examined, it is demonstrated that the discovery dates from the year 1555 and that the discoverer was Juan Gaetano or Gaytan. The principal proof is an old manuscript chart, registered in these archives as anonymous, and in which the Sandwich Islands are laid down under that name, but which also contains a note declaring that he called them Islas de Mesa”. (Spanish Colonial Office letter to the Governor of the Philippines, The Friend May 1927)

“It is true that no document has been found in which Gaytan himself certifies to this fact, but there exist data which collectively form a series of proofs sufficient for believing it to be so. The principal one is an old manuscript chart ... in which the Sandwich Islands are laid down under that name...” (The Friend May 1927)

Gaetano passed through the northern part of the Pacific and discovered large islands which he marked upon a chart as ‘Los Majos.’ The great mountains upon these islands did not rise in sharp peaks, but spread out like a high tableland in the clouds, hence he also called the islands "Isles de Mesa," the Mesa Islands

or the Table Lands. One of the islands was named "The Unfortunate." Three other smaller islands were called "The Monks." (Westervelt 1923)



Fortunately, however, the Spanish made no use of this discovery, thus permitting the Hawaiians to escape the sad fate of the natives of the Ladrões and Carolines under Spanish dominion. (White 1898)

Juan Gaetano may not have been the first Spaniard, here. Stories suggest an earlier arrival of shipwrecked Spaniards at Ke'ei, Kona Moku (district,) Island of Hawai'i.

There is fairly complete evidence that a Spanish vessel was driven ashore on the island of Hawai'i in 1527, it being one of a squadron of three which sailed from the Mexican coast for the East Indies. (White 1898)

"A well known Hawaiian tradition relates that in the reign of Keliokaloa, son of Umi, a foreign vessel was wrecked at Keei, South Kona, Hawaii. According to the tradition, only the captain and his sister reached the shore in safety. From their kneeling on the beach and remaining a long time in that posture, the place was called Kulou (to stoop, to bow,) as it is unto this day." (Alexander 1892)

"The natives received them kindly and placed food before them. These strangers intermarried with the Hawaiians, and were the progenitors of certain well known families of chiefs, as for instance, that of Kaikioewa, former Governor of Kauai." (Alexander 1892)

Jarves expanded on the story, "In the reign of Kealiokaloa, son of Umi, thirteen generations of kings before Cook's arrival, which, according to the previous calculation, would bring it near the year 1620, a vessel, called by the natives Konaliloha, arrived at Pale, Keei, on the south side of Kealakekua bay, Hawaii."

"Here, by some accident, she was drawn into the surf, and totally wrecked; the captain, Kukanaloo, and a white woman, said to be his sister, were the only persons who reached the land. As soon as they trod upon the beach, either from fear of the inhabitants, or to return thanks for their safety, they prostrated themselves, and remained in that position for a long time."

“The spot where this took place, is known at the present day, by the appellation of Kulou, to bow down. The shipwrecked strangers were hospitably received, invited to the dwellings of the natives, and food placed before them.” (Jarves 1843)

One more thing, the first Hawaiian word written is ‘Hamaite’ – it was spoken to Captain Cook at the time he made contact with the Islands and he wrote it in his journal.

It was made in reference to iron. Some suggest it refers to Hematite (ferric oxide – a mineral form of iron oxide - that is Hematita in Spanish.) However, others suggest ‘Hamaite’ is actually a Hawaiian expression of He maita’i – good. (Schutz)

Europeans to North American

The first Europeans to arrive in North America were likely the Norse, traveling west from Greenland, where Erik the Red had founded a settlement around the year 985. In 1001 his son Leif is thought to have explored the northeast coast of what is now Canada and spent at least one winter there.

While Norse sagas suggest that Viking sailors explored the Atlantic coast of North America down as far as the Bahamas, such claims remain unproven. In 1963, however, the ruins of some Norse houses dating from that era were discovered at L’Anse-aux-Meadows in northern Newfoundland, thus supporting at least some of the claims the Norse sagas make.

Christopher Columbus left Spain in August, 1492, sailed directly westward, and in October came upon an outlying island of the West Indies. Although Columbus saw some of the other islands, he never touched the continent of North America.

In 1497, just five years after Christopher Columbus landed in the Caribbean looking for a western route to Asia, a Venetian sailor named John Cabot arrived in Newfoundland on a mission for the British king.

Cabot’s journey was later to provide the basis for British claims to North America. It also opened the way to the rich fishing grounds off George’s Banks, to which European fishermen, particularly the Portuguese, were soon making regular visits.

Columbus (who was looking for a new route to India, China, Japan and the ‘Spice Islands’ of Indonesia to bring back cargoes of silk and spices (ginger turmeric and cinnamon)) never saw the mainland United States, but the first explorations of the continental United States were launched from the Spanish possessions that he helped establish. The first of these took place in 1513 when a group of men under Juan Ponce de Leon landed on the Florida coast near the present city of St. Augustine.



John Cabot

With the conquest of Mexico in 1522, the Spanish further solidified their position in the Western Hemisphere. The ensuing discoveries added to Europe's knowledge of what was now named America - after the Italian Amerigo Vespucci, who wrote a widely popular account of his voyages to a "New World."

By 1529 reliable maps of the Atlantic coastline from Labrador to Tierra del Fuego had been drawn up, although it would take more than another century before hope of discovering a "Northwest Passage" to Asia would be completely abandoned.

Among the most significant early Spanish explorations was that of Hernando De Soto, a veteran conquistador who had accompanied Francisco Pizarro during the conquest of Peru. Leaving Havana in 1539, De Soto's expedition landed in Florida and ranged through the southeastern United States as far as the Mississippi River in search of riches.

Another Spaniard, Francisco Coronado, set out from Mexico in 1540 in search of the mythical Seven Cities of Cibola. Coronado's travels took him to the Grand Canyon and Kansas, but failed to reveal the gold or treasure his men sought.

However, Coronado's party did leave the peoples of the region a remarkable, if unintended gift: enough horses escaped from his party to transform life on the Great Plains. Within a few generations, the Plains Indians had become masters of horsemanship, greatly expanding the range and scope of their activities.

After the Spaniards came the French explorers and adventurers. Three things these adventurers sought in the New World - precious metals, the fountain of perpetual youth, and a passage to the East Indies.

They had no idea how far westward the continent extended, and wherever they came upon a deep bay or a wide river, they hoped that by following it up they should come out on the other side. (Johnson)

While the Spanish were pushing up from the south, the northern portion of the present-day United States was slowly being revealed through the journeys of men such as Giovanni da Verrazano. A Florentine who sailed for the French, Verrazano made landfall in North Carolina in 1524, then sailed north along the Atlantic coast past what is now New York harbor.

A decade later, the Frenchman Jacques Cartier set sail with the hope - like the other Europeans before him - of finding a sea passage to Asia. Cartier's expeditions along the St. Lawrence River laid the foundations for the French claims to North America, which were to last until 1763.

Following the collapse of their first Quebec colony in the 1540s, French Huguenots attempted to settle the northern coast of Florida two decades later. The Spanish, viewing the French as a threat to their trade route along the Gulf Stream, destroyed the colony in 1565.

Ironically, the leader of the Spanish forces, Pedro Menendez, would soon establish a town not far away - St. Augustine. It was the first permanent European settlement in what would become the United States.

The great wealth which poured into Spain from the colonies in Mexico, the Caribbean and Peru provoked great interest on the part of the other European powers.

With time, emerging maritime nations such as England, drawn in part by Francis Drake's successful raids on Spanish treasure ships, began to take interest in the New World.

The English were slowest of all to think of profiting by Columbus's discovery, and nearly a century rolled by after that event before ships from England crossed the Atlantic for discovery and conquest.

But when they did turn their attention to the New World, while they still hoped to find there a passage to India, and to gather mineral treasures, they went with the idea of planting colonies, which the Spaniards and the French had not dreamed of.

And this, which is the only sure conquest, finally gave them possession of the largest and fairest part of the new continent. (Johnson)

Fur Trade

Prized for their warmth, luxurious texture, and the longevity of fur as a material, furs have played a large role in clothing people since the beginning of human history.

For everyday use or costume and decoration, furs have been used for the production of outerwear such as coats and cape, garment and shoe lining, a variety of head coverings, and ornamental trim and trappings.

European and Asian trade in felts and fur stretched back centuries, if not millennium. Depending on the supply of animals, Russian, Northern Scandinavia, and Central Asia were the major supplies of this trade through the 15th century.

Furs were supplied to the Mediterranean and Middle East through Constantinople. This trade can be traced back to the Classical Greek and Roman periods, and through to the modern era.

In the ninth and tenth centuries, Scandinavian and Viking Rus traders traded to Northern and central Europe a variety of furs including: marten, reindeer, bear, otter, sable, ermine, black and white fox, and beaver

From fur pelts three primary materials used in clothing production can be derived: the full pelt (fur and skin), leather or suede (the skin with all fur removed, and felts (removing the fur from the pelt, and processing it with heat and pressure to form a piece of pliable material).

Due to the strength and malleable quality of felts, they were used extensively in hat making. The soft under-fur of the beaver — the felt — is what hat-makers in Europe sought.

The physical structure of beaver fur predisposes it to the felting process, making it a highly desirable fur for felt production.

The aristocracy of Europe always was a reliable market for fur, a product that was viewed as functional, fashionable, and even regal depending on the specimen and the wearer.

European fur-bearing animal stocks, however, were being depleted by overhunting and by competition from expanding farming frontiers for territory. Beavers were effectively extinct in the British Isles by the 16th century; in France their numbers were similarly reduced.

Meeting royal and aristocratic demand for furs became the task of merchants.

Their principal source was Russia, but the discovery that furs could be obtained much more cheaply from North America reoriented the supply lines.

Merchants on the Atlantic coast of Europe parlayed what they earned in the fisheries into fur-trading operations, and the wealth they gained fueled the rise of a merchant class that would, itself, demand more furs.

Soon the wealthiest merchants were sporting fur hats and trim on their coats. The top hat (or stovepipe hat) didn't appear until the 19th century, but its forerunners were symbols of rising merchant status, adding height to the wearer and acting as a kind of mercantile crown.

This meant that even if demand for furs among the gentry was fully satisfied, there was a growing and effectively insatiable market in the cities of Western Europe where a new class of citizen — the bourgeois or bourgeoisie — (the middle class) was sufficiently prosperous and influential to drive the industry forward.

North American Fur Trade

Beginning well before 1600, the North American fur trade was the earliest global economic enterprise. Europeans and, later, Canadians and Americans, hunted and trapped furs; but success mandated that traders cultivate and maintain dense trade and alliance networks with Native nations.

During the 1540s on the St. Lawrence River, Jacques Cartier traded European goods, such as axes, cloth, and glass beads, to Indians who waved beaver furs on sticks from the shoreline, a sign that they had already engaged in trade with Europeans.

A primary object of the terrestrial fur trade was beaver, the soft underfur of which was turned into expensive and sought-after beaver hats.

Other 'soft gold' included otter and other lightweight and highly valuable fine furs.

The fashion for felt hats came to be inspired by the hats worn by the Swedish soldiers during the Thirty Years' War (1618-48).



As fashion changed and the Russian and Baltic beaver became extinct, people turned toward North America.

The hat makers of Europe soon learned that the North American beaver under-fur could form good felt. Marten, fox, otter and mink were also bartered but beaver became the main staple of the fur trade. (McGill Library)

“The Indians say that it is the animal most liked by the French, the English and the Basques, in sum, by all Europeans. One day, I heard an Indian say that beaver makes allthings perfectly well, that it makes kettles, axes, swords, knives, bread, in brief, everything.”

“He mocks Europeans who are passioned for the skin of this animal. My Indian host told me one day, showing me a very handy knife: the English do not think right; they give us 20 knives like this one for one beaver skin.” (Jesuit Paul Le Jeune, in Jesuit Relations, 1636)

Until the 1650s, the fur trade in Canada remained a subsidiary activity, carried on by fisherman, whalers and explorers. But, at the end of sixteenth century, a change in European fashion created a rage for the broad-brimmed beaver hat. (McGill Library)

In time, the same protocols and rituals, and the same sorts of goods, enabled the commercial and social interactions of New France’s Governor le Comte de Frontenac with Huron allies in 1690, Sir William Johnson with Mohawk clients of the British Empire in the 1750s, and the Hudson’s Bay Company’s John McLoughlin with Pacific Northwest Natives in the 1830s. (Oregon Encyclopedia)

The North American fur trade was a response to declining populations of fur-bearing animals in Western Europe and the cost of purchasing and importing furs from Russia.

The French were the first into the American supply line, at least officially. Furs from Fort Orange (now Albany, New York) were transferred downriver to New Amsterdam (New York after 1667), most of which seemed to be coming from the lands around Lake Ontario.

This grew out of the early contact between Indians and European fisherman who were netting cod on the Grand Banks off Newfoundland and on the Bay of Gaspé near Quebec.

Indians would trade the pelts of small animals, such as mink, for knives and other iron-based products, or for textiles.

Exchange at first was haphazard and it was only in the late sixteenth century, when the wearing of beaver hats became fashionable, that firms were established who dealt exclusively in furs. High quality pelts are available only where winters are severe, so the trade took place predominantly in the regions we now know as Canada. (Carlos)

Eventually, all of the North American colonies, even the Carolinas, produced some furs for markets in Europe, and there was a lively trade in furs and deer hides out of Louisiana, but the best furs were to be obtained north of the Great Lakes.

What Europeans wanted most was treated pelts that had been cleaned of the longer guard hairs, leaving more of the rich felt exposed and ready for use. (Information in this section is primarily from The Fur Trade in Global Perspective, opentextbc-ca)

Beaver pelts could be made into either full-fur or felted-fur hats. Beaver hats were imported into England from Holland and Spain until the 15th century, after which England was able to obtain beaver felts from Russia, via Holland, and manufacture the actual hats within the British Isles. In seventeenth century England, the shape and style of one’s hat reflected political and religious affiliation. Due to the expense of a beaver hat, being able to purchase one made a visual statement about one’s wealth and social status.

'Common Friends to Mankind'

On April 19, 1775, the Battles of Lexington and Concord were the first military engagements of the American Revolutionary War. The battles marked the outbreak of open armed conflict between the Kingdom of Great Britain and its thirteen colonies of British North America.

The first shot ("the shot heard round the world") was fired just as the sun was rising at Lexington. The American militia were outnumbered and fell back; and the British regulars proceeded on to Concord.

Following this, the Continental Congress adopted the Declaration of Independence and it was signed by 56-members of the Congress (1776.)

The next eight years (1775-1783) war was waging on the eastern side of the continent. The main result was an American victory and European recognition of the independence of the United States.

It was the turning point in the future of the continent and an everlasting change in the United States. When US independence closed the colonial trade routes within the British empire, the merchantmen and whalers of New England swarmed around the Horn, in search of new markets and sources of supply. The opening of the China trade was the first and most spectacular result of this enterprise; the establishment of trading relations with Hawai'i followed shortly.

Years before the westward land movement gathered momentum, the energies of seafaring New Englanders found their natural outlet, along their traditional pathway, in the Pacific Ocean.

At this same time, there was a turning point in the future of the Islands.

Great Britain set out to create a vast global empire, using the tools of conquest, colonization, and commerce. The royal navy's expeditions of 'discovery' and trade advanced British interests everywhere, including the practically uncharted regions of the North Pacific Ocean. (Oregon Encyclopedia)

British interest in the Northwest/Oregon fur trade originated with the late eighteenth-century maritime expeditions of British naval officer Captain James Cook.

Cook set sail on three voyages to the South Seas. His first Pacific voyage (1768-1771) was aboard the Endeavour and began on May 27, 1768. It had three aims; go to Tahiti to record the transit of Venus (when Venus passes between the earth and sun - June 3, 1769;) record natural history, led by 25-year-old Joseph Banks; and search for the Great South Land.

Cook's second Pacific voyage (1772-1775) aboard Resolution and Adventure aimed to establish whether there was an inhabited southern continent, and make astronomical observations.

Cook's third and final voyage (1776-1779) of discovery was an attempt to locate a North-West Passage, an ice-free sea route which linked the Atlantic to the Pacific Ocean. Cook commanded the Resolution while Charles Clerke commanded Discovery. (State Library, New South Wales) Captain James Cook's Third Voyage to the Pacific took him to the Pacific Northwest Coast, where he encountered Native Nations such as the Haida, Tlingit, and Nootkans. (Oregon Encyclopedia)

'Contact'

In the dawn hours of January 18, 1778, British explorer Cook first sighted apparently uncharted islands in the middle of the Pacific. Cook's crew noted, "This group consists of eleven islands, extending in latitude from 18° 54' to 20° 15' N., and in longitude from 199° 56' to 205° 06' E."

"They are called by the natives, 1. Owhyhee [Hawai'i]. 2. Mowee [Maui]. 3. Ranai, Oranai [Lāna'i]. 4. Morotinee, or Morokinnee [Molokini]. 5. Kahowrowee, or Tahoorowa [Kaho'olawe]. 6. Morotoi, or Morokoi [Molokai]. 7. Woahoo, or Oahoo [O'ahu]. 8. Atooi, Atowi, or Towi, and sometimes Kowi [Kauai]. 9. Neeheehow, or Oneehew [Ni'ihau]. 10. Oreehoua, or Reehoua [Lehua]; and, 11. Tahoorā [Ka'ula]; and are all inhabited, excepting Morotinee [Molokini] and Taboorā [Lehua]."

"Besides the islands above enumerated, we were told by the Indians, that there is another called MODOOPAPAPA, or KOMODOOPAPAPA [Mokupāpapa, Kure Atoll], lying to the W.S.W. of Tahoorā [Lehua], which is low and sandy, and visited only for the purpose of catching turtle and sea-fowl; and, as I could never learn that they knew of any others, it is probable that none exist in their neighbourhood."

"They were named by Captain Cook the Sandwich Islands, in honour of the Earl of Sandwich, under whose administration he had enriched geography with so many splendid and important discoveries; ..."



"... a tribute justly due to that noble person for the liberal support these voyages derived from his power, in whatever could extend their utility, or promote their success; for the zeal with which he seconded the views of that great navigator; and, ..."

"... if I may be allowed to add the voice of private gratitude, for the generous protection, which, since the death of their unfortunate commander, he has afforded all the officers that served under him." (Captain King's Journal; Kerr)

Hawaiian lives changed with sudden and lasting impact, when western contact changed the course of history for Hawai'i.

Cook continued to sail along the coast searching for a suitable anchorage. His two ships remained offshore, but a few Hawaiians were allowed to come on board on the morning of January 20, before Cook continued on in search of a safe harbor.

On the afternoon of January 20, 1778, Cook anchored his ships near the mouth of the Waimea River on Kauai's southwestern shore. After a couple of weeks, there, they headed to the west coast of North America.

After the West Coast, Alaska and Bering Strait exploration, on October 24, 1778 the two ships headed back to the Islands; they sighted Maui on November 26, circled the Island of Hawai'i and eventually anchored at Kealahou Bay on January 17, 1779.

At the time of Cook's arrival (1778-1779), the Hawaiian Islands were divided into four kingdoms: (1) the island of Hawai'i under the rule of Kalani'ōpu'u, who also had possession of the Hāna district of east Maui; (2) Maui (except the Hāna district,) Molokai, Lāna'i and Kaho'olawe, ruled by Kahekili; (3) O'ahu, under the rule of Kahahana; and at (4) Kauai and Ni'ihau, Kamakahelei was ruler.

Kalani'ōpu'u was on the island to Maui to contend with Kahekili, king of Maui. The east side of Maui had fallen into the hands of Kalani'ōpu'u and Kahekili was fighting with him to gain control.

Kalani'ōpu'u returned to Hawai'i and met with Cook on January 26, 1779, exchanging gifts, including an 'ahu'ula (feathered cloak) and mahiole (ceremonial feather helmet.) Cook also received pieces of kapa, feathers, hogs and vegetables.

In return, Cook gave Kalani'ōpu'u a linen shirt and a sword; later on, Cook gave other presents to Kalani'ōpu'u, among which one of the journals mentions "a complete Tool Chest."

Throughout their stay, the ships were plentifully supplied with fresh provisions which were paid for mainly with iron, much of it in the form of long iron daggers made by the ships' blacksmiths on the pattern of the wooden pāhoa used by the Hawaiians.

The Hawaiians were permitted to watch the ships' blacksmiths at work and from their observations gained information of practical value about the working of iron. (Kuykendall)

After a month's stay, Cook got under sail again to resume his exploration of the Northern Pacific. Shortly after leaving Hawai'i Island, the foremast of the Resolution broke. "At midnight, a gale of wind came on, which obliged us to double reef the topsails, and get down the top-gallant yards."

"On the 8th (of February 1779) at day-break, we found, that the foremast had again given way ... and the parts so very defective, as to make it absolutely necessary to replace them, and, of course, to (remove) the mast."

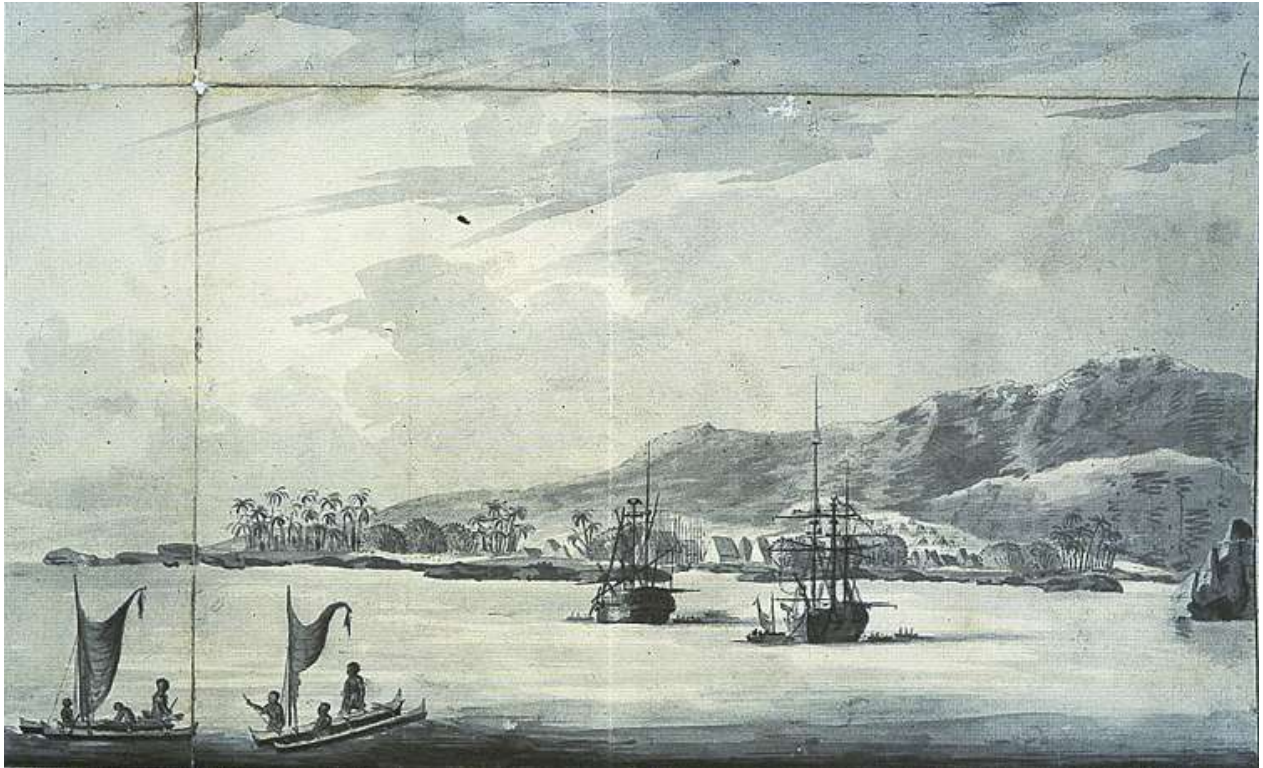
"In this difficulty, Captain Cook was for some time in doubt, whether he should run the chance of meeting with a harbour in the islands to leeward, or return to Karakakooa (Kealahou.)"

"In the forenoon, the weather was more moderate, and a few canoes came off to us, from which we learnt, that the late storms had done much mischief; and that several large canoes had been lost."

"During the remainder of the day we kept beating to windward, and, before night, we were within a mile of the bay; but not choosing to run on, while it was dark, we stood off and on till day-light next morning, when we dropt anchor nearly in the same place as before."

“Upon coming to anchor, we were surprised to find our reception very different from what it had been on our first arrival ; no shouts, no bustle, no confusion but a solitary bay, with only here and there a canoe stealing close along the shore. The impulse of curiosity, which had before operated to so great a degree, might now indeed be supposed to have ceased ...”

“... but the hospitable treatment we had invariably met with, and the friendly footing on which we parted, gave us some reason to expect, that they would again have flocked about us with great joy, on our return.”



“... there was something at this time very suspicious in the behaviour of the natives; and that the interdiction of all intercourse with us, on pretence of the king’s absence, was only to give him time to consult with his chiefs in what manner it might be proper to treat us.”

“For though it is not improbable that our sudden return, for which they could see no apparent cause, and the necessity of which we afterward found it very difficult to make them comprehend, might occasion some alarm”.

“(T)he next morning, [Kalaniopu’u] came immediately to visit Captain Cook, and the consequent return of the natives to their former, friendly intercourse with us, are strong proofs that they neither meant nor apprehended any change of conduct.”

However, “Soon after our return to the tents, we were alarmed by a continued fire of muskets from the Discovery, which we observed to be directed at a canoe, that we saw paddling toward the shore in great haste, pursued by one of our small boats.”

“We immediately concluded, that the firing was in consequence of some theft, and Captain Cook ordered me to follow him with a marine armed, and to endeavour to seize the people as they came on shore. Accordingly we ran toward the place where we supposed the canoe would land, but were too late; the people having quitted it, and made their escape into the country before our arrival.”

“When Captain Cook was informed of what had passed, he expressed much uneasiness at it, and as we were returning on board, ‘I am afraid,’ said he, ‘that these people will oblige me to use some violent measures; for,’ he added, ‘they must not be left to imagine that they have gained an advantage over us.’”

“However, as it was too late to take any steps this evening, he contented himself with giving orders, that every man and woman on board should be immediately turned out of the ship.”

That night a skiff from the Discovery had been stolen. “It was between seven and eight o’clock when we quitted the ship together; Captain Cook in the pinnace, having Mr Phillips and nine marines with him; and myself in the small boat.”

“Though the enterprise which had carried Captain Cook on shore had now failed, and was abandoned, yet his person did not appear to have been in the least of danger, till an accident happened, which gave a fatal turn to the affair.”

“The boats which had been stationed across the bay, having fired at some canoes that were attempting to get out, unfortunately had killed a chief of first rank.”

“One of the natives, having in his hands a stone, and a long iron spike (which they call a pahooa), came up to the Captain, flourishing his weapon, by way of defiance, and threatening to throw the stone. The Captain desired him to desist; but the man persisting in his insolence, he was at length provoked to fire a load of small-shot. “

“The man having his mat on, which the shot were not able to penetrate, this had no other effect than to irritate ,and encourage them. Several stones were thrown at the marines; and one of the [Hawaiians] attempted to stab Mr. Phillips with his pahooa, but failed in the attempt, and received from him a blow with the butt end of his musket.”

“Captain Cook now fired his second barrel, loaded with ball, and killed one of the foremost of the natives. A general attack with stones immediately followed, which was answered by a discharge of musketry from the marines, and the people in the boats.”

“Our unfortunate Commander, the last time he was seen distinctly, was standing at the water’s edge, and calling out to the boats to cease firing, and to pull in.”

“If it be true, as some of those who were present have imagined, that the marines and boat-men had fired without his orders, and that he was desirous of preventing further bloodshed, it is not improbable that his humanity, on this occasion, proved fatal to him.”

“For it was remarked, that whilst he faced the natives, none of them had offered him any violence, but that having turned about to give his orders to the boats, he was stabbed in the back, and fell with his face in the water.” (Voyages of James Cook)



On February 14, 1779, Cook was killed – having left a few days before “satisfied with their kindness in general, so I cannot too often, nor too particularly, mention the unbounded and constant friendship of their priests” - having returned to make repairs to a broken mast.

Captain Charles Clerke took over the expedition and they left the Islands, heading first to Canton, China, then around the Cape of Good Hope and back home to Britain. (The quotes are from ‘The Voyages of Captain James Cook,’ recorded by Lieutenant James King (who, following these events was appointed to command HMS Discovery.))

At this same time, recall that back in the Atlantic, the American Revolutionary War was still ongoing with the Americans (with support from the French) fighting the British.

At Canton, King learned that the French government had issued a directive to all French sea captains exempting Cook from military action on his way back to England.

“Not long after Captain Cook’s death, an event occurred in Europe, which had a particular relation to the voyage of our Navigator, and which was so honourable to himself, and to the great nation from whom it proceeded”. (King)

On March 19th, 1779, Monsieur Sartine, secretary of the marine department at Paris, sent to all the commanders of French ships the following statement/directive:

“Captain Cook, who sailed from Plymouth in July, 1776, on board the Resolution, in company with the Discovery, Captain Clerke, in order to make some discoveries on the coasts, islands, and seas of Japan and California ...”

“... being on the point of returning to Europe, and such discoveries being of general utility to all nations, it is the king’s pleasure that Captain Cook shall be treated as a commander of a neutral and allied power ...”

“... and that all captains of armed vessels, etc., who may meet that famous navigator, shall make him acquainted with the king’s orders on this behalf, but at the same time let him know that on his part he must refrain from all hostilities.”

“By the Marquis of Condorcet we are informed that this measure originated in the liberal and enlightened mind of that excellent citizen and statesman, Monsieur Turgot.”

“When war was declared between France and England, M. Turgot saw how honourable it would be to the French nation that the vessel of Captain Cook should be treated with respect at sea. He composed a memorial, in which he proved that honour, reason, and even interest, dictated this act of respect for humanity; and it was in consequence of this memorial, the author of which was unknown during his life, that an order was given not to treat as an enemy the common benefactor of every European nation.” (Kippis)

“Whilst great praise is due to Monsieur Turgot for having suggested the adoption of a measure which hath contributed so much to the reputation of the French government, it must not be forgotten that the first thought of such a plan of conduct was probably owing to Dr. Benjamin Franklin.”

“Thus much at least is certain, that this eminent philosopher, when ambassador at Paris from the United States of America, preceded the court of France in issuing a similar requisition”. (Kippis)

Franklin “earnestly recommended” that they treat “the most celebrated navigator and discoverer, Captain Cook ... with all civility and kindness should they encounter his vessels at sea.”



On March 10, 1779, just a few days before the French initiative, Benjamin Franklin, who at age seventy-three, had himself issued a similar directive to the captains of American ships. Franklin wrote:

To all Captains & Commanders of arm’d Ships acting by Commission from the Congress of the United States of America, now in War with Great Britain.

Gentlemen,

A Ship having been fitted out from England before the Commencement of this War, to make Discoveries of new Countries, in Unknown Seas, under the Conduct of that most celebrated Navigator and Discoverer Captain Cook ...

... an Undertaking truly laudable in itself, as the Increase of Geographical Knowledge, facilitates the Communication between distant Nations, in the Exchange of useful Products and Manufactures, and the Extension of Arts ...

... whereby the common Enjoyments of human Life are multiplied and augmented, and Science of other kinds increased to the Benefit of Mankind in general.

This is therefore most earnestly to recommend to every one of you; that in case the said Ship which is now expected to be soon in the European Seas on her Return, should happen to fall into your Hands ...

... you would not consider her as an Enemy, nor suffer any Plunder to be made of the Effects contained in her, nor obstruct her immediate Return to England, by detaining her or sending her into any other Part of Europe or to America ...

... but that you would treat the said Captain Cook and his People with all Civility and Kindness, affording them as common Friends to Mankind ...

... all the Assistance in your Power which they may happen to stand in need of. In so doing you will not only gratify the Generosity of your own Dispositions, but there is no doubt of your obtaining the Approbation of the Congress, and your other American Owners.

I have the honour to be Gentlemen,
Your most obedient humble Servant

B Franklin (US Archives)

“Franklin stressed that Cook’s undertakings, being essentially scientific, were devoted to the ‘benefit of mankind in general.’”

“Ironically, at the time Franklin drafted these instructions, Cook had already met his death on the Island of Hawaii.”

“He had discovered this important island group, together with most of Alaska, during his third great Pacific voyage in the ‘sloop’ Resolution and her consort Discovery.” (Sea History, Brett)

Franklin, apparently on his own authority, sent his letter to all American vessels in French ports, and he had the text published in newspapers in Holland for American sea captains to read when they sought sanctuary there; a copy was also sent to the Royal Society of London.



To all Captains and Commanders
of armed Ships acting by Commission from the Congress
of the United States of America now in war with Great
Britain.

Gentlemen,

A Ship having been fitted out from England, before the
Commencement of this War, to make Discoveries of new Countries
in unknown Seas, under the Conduct of that most celebrated
Navigator and Discoverer Captain Cook, an Undertaking
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diate Return to England, by detaining her or sending
her into any other Part of Europe or to America; but
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People

People with all Civility and Kindness, affording them as
common Friends to Mankind all the Assistance in your
Power which they may happen to stand in need of. In
so doing you will not only gratify the Generosity of
your own Dispositions, But there is no Doubt of your
obtaining the Approbation of the Congress and your own
American Owners.

I have the honour to be;

Gentlemen,

At Paris, near Paris

this 10 Day of March (signed) B. Franklin,

1779.

Your most obedient
humble servant,

Minister Plenipotentiary
from the Congress of the
United States at the Court
of France.

Franklin's gesture of good will toward Cook was not least among the honors he brought to his fledgling country. On the return of the Discovery and Resolution, they met neither French nor American ships on the way home. (Captain Cook Society)

"All the great remaining voyages of the eighteenth century drew on Cook's officers. Bligh, Portlock, Vancouver, Colnett, Riou, and Hergest all got their commands and served with great distinction. These men then passed on their skills to a second generation of men such as Flinders and Broughton." (Mackay, Captain Cook Society)

British Maritime Fur Trade

Although Captain Cook was in the Hawaiian Islands in 1778-79, it was about 1785-6 before information regarding the 'discovery' of the 'Sandwich Islands' (now called Hawaiian Islands) began to be generally distributed throughout the United States, for printing presses and methods of travel and communication were slow. (Ingraham)

Prior to the 1770s, the eastern Pacific "encompassed a disconnected set of indigenous homelands and contending European imperial ventures," but by the early nineteenth century the transoceanic flow of furs, hides, and whale oil connected these indigenous homelands with maritime traders in a commercial network. (Farnham)

After Cook was killed in Hawai'i, his associate George Vancouver continued to explore and chart the Northwest Coast. Commercial traders soon followed, exchanging copper, weapons, liquor, and varied goods for sea otter pelts. Natives also acquired syphilis, gonorrhea, and other diseases from the seafarers who sojourned on the Oregon Coast. (Oregon Encyclopedia)

Within ten years after Captain Cook's 1778 contact with Hawai'i, the islands became a favorite port of call in the trade with China. The fur traders and merchant ships crossing the Pacific needed to replenish food supplies and water.

The maritime fur trade focused on acquiring furs of sea otters, seals and other animals from the Pacific Northwest Coast and Alaska. The furs were mostly sold in China in exchange for tea, silks, porcelain and other Chinese goods, which were then sold in Europe and the United States.

Needing supplies in their journey, the traders soon realized they could economically barter for provisions in Hawai'i; for instance any type of iron, a common nail, chisel or knife, could fetch far more fresh fruit meat and water than a large sum of money would in other ports.

A triangular trade network emerged linking the Pacific Northwest coast, China and the Hawaiian Islands to Britain and the United States (especially New England).

Hawai'i Enters the Global Economy

The Hawaiian Islands first entered the international economic scene in the latter-18th century when its ports and favorable climate made the Islands an ideal winter harbor and stopover for merchant ships, whalers and explorers' vessels who needed to replenish food and water supplies, or make necessary repairs. (Duncan)

Just as frequently the crews of these vessels needed to be supplemented, and the Hawaiians were eager to travel and to receive the wages paid to seamen. Their seamanship opened doors all over the world for them. (Duncan)

Practically every vessel that visited the North Pacific in the closing years of the 18th century stopped at Hawai'i for refreshment and recreation.



Fur trading on the coast remained profitable from the 1780s into the 1820s, but the successful trade in furs depended entirely on the locale. Some parts of the coast, such as Nootka Sound and Clayoquot Sound, witnessed a complete collapse of the sea otter population after only a decade of intense hunting. (Iglar)

It would not be until the late 1840s that U.S. expansionism reconfigured the state as part of the American West

When British and American ships, lured by the fur trade, entered into the Pacific in the wake of Captain Cook at the close of the eighteenth century, young Hawaiian men were regularly recruited off the Islands as deckhands.

Hawaiian men proved to be valuable sailors who were at home in the seas and their excellent swimming skills had a variety of uses, such as repairing hulls underwater and dislodging stuck anchors.

Many Hawaiians were also left on the Northwest coast of America to set up permanent fur trading posts, or "factories," among Native American tribes. (Brown)

After acquiring the "Louisiana Purchase" in 1803, under the directive of President Thomas Jefferson, the Lewis and Clark Expedition, also known as the "Corps of Discovery Expedition" (1804–1806), was the first transcontinental expedition to the Pacific coast undertaken by the United States.

Hudson's Bay Company (HBC) was a fur trading company that started in Canada in 1670; its first century of operation found HBC firmly focused in a few forts and posts around the shores of James and Hudson Bays, Central Canada.

Fast forward 150-years and in 1821, HBC merged with North West Company, its competitor; the resulting enterprise now spanned the continent - all the way to the Pacific Northwest (modern-day Oregon, Washington and British Columbia) and the North (Alaska, the Yukon and the Northwest Territories.)

Fur traders working for the HBC traveled an area of more than 700,000 square miles that stretched from Russian Alaska to Mexican California and from the Rocky Mountains to the Pacific Ocean.

Ships sailed from London around Cape Horn around South America and then to forts and posts along the Pacific Coast via the Hawaiian Islands. Trappers crossing overland faced a journey of 2,000 miles that took three months.

As early as 1811, Hudson's Bay Company (HBC) had already hired twelve Hawaiians on three year contracts to work for them in the Pacific Northwest. By 1824, HBC employed thirty-five Hawaiians west of the Rocky Mountains.

The number of Hawaiians working as contract laborers for the Hudson's Bay Company steadily grew. The large number of Hawaiian workers in the village at Fort Vancouver led to the name 'Kanaka Town' in the early 1850s – 'Kanaka' is the word for 'person' in the Native Hawaiian language.

Historians suggest "that young Hawaiian males left Hawai'i as workers on whaling ships and traveled to China, Europe, Mexico, and the U.S. mainland. In addition, many ventured into the Pacific Northwest territory, worked in the fur trade, and ended up settling in those areas." (pbs-org)

In 1839, John Sutter brought a small group of native Hawaiians with him when he arrived in California. They worked for him and eventually intermarried with local Maidu families. They settled in the area of Vernon, which is now called Verona, where the Feather River flows into the Sacramento River in South Sutter County. (co-sutter-ca-us)

At the time of Sutter's arrival in California, the territory had a population of only 1,000 Europeans, in contrast with 30,000 Native Americans. It was at that point a part of Mexico and the governor, Juan Bautista Alvarado, granted him permission to settle.

In order to qualify for a land grant, Sutter became a Mexican citizen on August 29, 1840 after a year in the provincial settlement; the following year, on June 18, he received title to 48,827 acres and named his settlement New Helvetia, or "New Switzerland."

Sutter employed Native Americans of the Miwok and Maidu tribes, Kanakas and Europeans at his compound, which he called Sutter's Fort.

In his memoirs, Sutter recalled the Hawaiians, using a name then common to describe Hawaiian workers, "I could not have settled the country without the aid of these Kanakas." They also built the first settlers' homes in Sacramento – grass shacks, or hale pili, made with California willow and bamboo.

"Many scholars speculate that Hawaiians migrated to the mainland in order to gain more economic opportunity and to flee from the dramatic Westernization that was changing the face of Hawai'i." (pbs-org)

The Hawaiians' legacy can be seen today in the places named with Hawaiian words. These include include Kanaka, Owyhee (an old Hawaiian name for Hawaii) and Kamai (named after the Hawaiian Kama Kamai): the Kanaka Glade in Mendocino County, California; Kanaka Creek in Sierra County, California; Kanaka Bars in Trinity County, California; Kanaka Flats in Jacksonville, Oregon; Kanaka Gulch, Oregon; Owyhee River in southeastern Oregon; and Kamai Point, British Columbia.

Sandalwood

Sandalwood ('iliahi) has been highly prized and in great demand through the ages; its use for incense is part of the ritual of Buddhism. Chinese used the fragrant heart wood for incense, medicinal purposes, for architectural details and carved objects.

Sandalwood was first recognized as a commercial product in Hawai'i in 1791 by Captain Kendrick of the Lady Washington, when he instructed sailors to collect cargo of sandalwood. From that point on, it became a source of wealth in the islands, until its supply was ultimately exhausted.

Captain Vancouver found on the Island of Kauai, in March, 1792, an Englishman, a Welshman and an Irishman whom Kendrick had left there the previous October, to collect pearls and sandalwood against his return.

It was not until the opening years of the 19th that the sandalwood business became a recognized branch of trade.

Trade in Hawaiian sandalwood began as early as the 1790s; by 1805 it had become an important export item.

Sandalwood trade was a turning point in Hawai'i, especially related to its economic structure. It moved Hawai'i from a self-sufficient economy to a commercial economy. This started a series of other economic and export activities across the islands.

The imports at Canton of that fragrant commodity in American vessels rose from 900 piculs (of 133 1/3 pounds each) in 1804-05 to 19,036 piculs in 1811-12.

In 1811, an agreement between Boston ship captains and Kamehameha I established a monopoly on sandalwood exports, with Kamehameha receiving 25% of the profits. As trade and shipping brought Hawai'i into contact with a wider world, it also enabled the acquisition of Western goods, including arms and ammunition.

Nathan Winship, Wm. Heath Davis, and Jonathan Winship, Jr made a deal with Kamehameha for sandalwood and cotton in 1812.

Kamehameha used Western cannons and guns to great advantage in his unification of the Islands and also acquired Western-style ships, buying the brig Columbia for a price of two ship loads of sandalwood in 1817.

Between about 1810 and 1820, the major item of Hawaiian trade was sandalwood. Kamehameha I rigidly maintained control of the trade until his death in 1819, at which time his son, Liholiho, took over control.

Sandalwood, geography and fresh provisions made the Islands a vital link in a closely articulated trade route between Boston, the Northwest Coast, and Canton, China.

It was Hawai'i's first source of revenue and major debt. Credit secured by payment in sandalwood saddled the Hawaiian Chiefs and the Islands' struggling economy.

In 1826, the kingdom of Hawai'i enacted its first written law - a sandalwood tax. Every man was ordered to deliver to the government 66 pounds of sandalwood, or pay four Spanish dollars, by September 1, 1827. Every woman older than 13 was obligated to make a 12-by-6-foot kapa cloth. The taxes were collected to reduce the staggering debt.

The common people were displaced from their agricultural and fishing duties and all labor was diverted to harvesting sandalwood. This period saw two major famines as 'iliahi was over-harvested to the point of commercial extinction in Hawai'i forests.

Unfortunately, the harvesting of the trees was not sustainably managed (they cut whatever they could, they didn't replant) and over-harvesting of 'iliahi took place.

By 1830, the trade in sandalwood had completely collapsed. Hawaiian forests were exhausted and sandalwood from India and other areas in the Pacific drove down the price in China and made the Hawaiian trade unprofitable.

Whaling

Norwegians were among the first to hunt whales, as early as 4,000 years ago. The Japanese may have been doing so even earlier.

Traditions as varied as the Inuit (who hunted in the Arctic Ocean), Basque (who hunted in the Atlantic), and Japanese (who hunted in the Pacific) relied on whales to provide material goods, as well as part of their cultural identity.

Nearly every part of the whale was used. Meat, skin, blubber, and organs were eaten as an important source of protein, fats, vitamins, and minerals.

Baleen was woven into baskets and used as fishing line. In warmer climates, baleen was also used as a roofing material. Bones were used primarily for toolmaking and carving ceremonial items such as masks. (National Geographic)

During the Middle Ages and Renaissance, whaling gained popularity throughout Northern Europe.

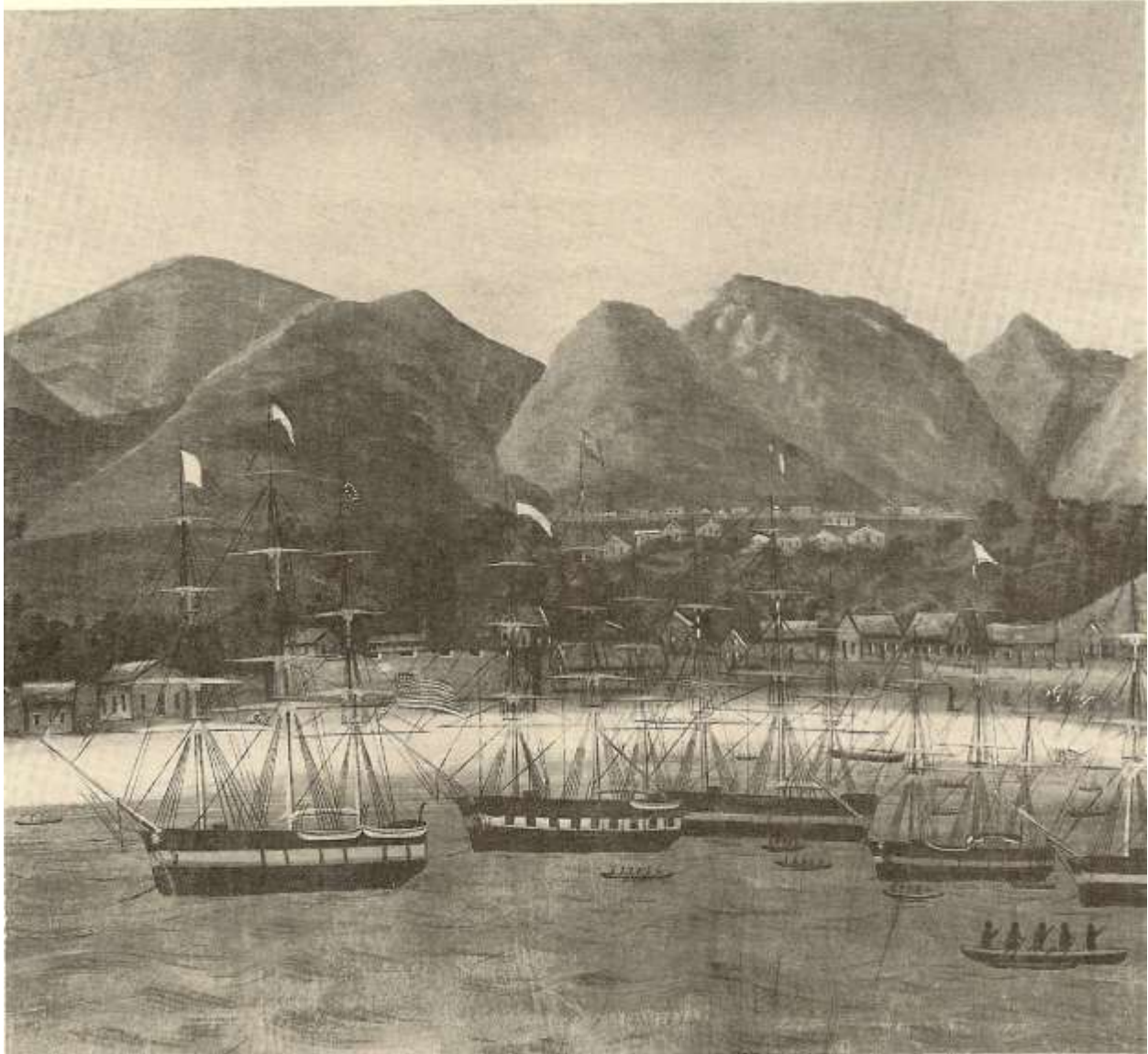
Whale oil, also called train oil, is any oil derived from any species of whale, including sperm oil from sperm whales, train oil from baleen whales, and melon oil from small toothed whales.

From the 16th century through the 19th century, whale oil was used principally as lamp fuel and for producing soap. (Britannica)

The over-fishing of "on shore" New England whales in the 1700s forced local whalers to venture "offshore", journeying further west in search of their lucrative prey.

The first New England whalers rounded Cape Horn in 1791, and fished off both the Chilean and Peruvian coasts. Many sailed around South America and onward to Japan and the Arctic.

Edmond Gardner, captain of the New Bedford whaler Balaena (also called Balena,) and Elisha Folger, captain of the Nantucket whaler Equator, made history in 1819 when they became the first American whalers to visit Hawai'i.



A year later, Captain Joseph Allen discovered large concentrations of sperm whales off the coast of Japan. His find was widely publicized in New England, setting off an exodus of whalers to this area.

These ships might have sought provisions in Japan, except that Japanese ports were closed to foreign ships. So when Captain Allen befriended the missionaries at Honolulu and Lāhainā, he helped establish these areas as the major ports of call for whalers. (NPS)

When whaling was strong in the Pacific (starting in 1819 and running to 1859,) Hawai'i's central location between America and Japan whaling grounds brought many whaling ships to the Islands. Whalers needed food and the islands supplied this need from its fertile lands.

In those days, European and East Coast continental commerce needed to round Cape Horn of South America to get to the Pacific (although the Arctic northern route was shorter and sometimes used, it could mean passage in cold and stormy seas, and in many cases the shorter distance might take longer and cost more than the southern route.)

The whaling industry had a major effect upon Hawaiian commerce and trade. As the Northwest fur trade decreased and sandalwood supplies and values dropped, the whaling industry began to fill the economic void.

Thousands of Hawaiians shipped out as seamen aboard the whaling ships, so many that the crews were often half Hawaiian. Whaling had been "an economic force of awesome proportions in these Islands for more than forty years," enabling King Kamehameha III to finally pay off the national debts accumulated in earlier years. (NPS)

By the 1830s, Nantucket whalers employed about fourteen hundred seamen, including Native Hawaiians and Pacific Islanders. Four or five hundred men arrived or departed annually.

Foreigners for Forty Years

In the Islands, as in New France (Canada to Louisiana (1534,)) New Spain (Southwest and Central North America to Mexico and Central America (1521)) and New England (Northeast US,) the explorer and trader preceded the others.

For a generation previous to 1820 New England seamen had found rest, healing and even profit in the Islands.

One of the first American vessels to touch at Hawai'i was the famous Columbia of Boston, Capt. Robert Gray, on August 24, 1789, in the course of her first voyage around the world. She remained twenty-four days at the Islands, salted down five puncheons of pork, and sailed with one hundred and fifty live hogs on deck.

The Boston traders who followed the Columbia to the Northwest Coast and Canton, found 'The Islands,' as they called the Hawaiian group, an ideal place to procure fresh provisions, in the course of their three-year voyages.

Capt. Joseph Ingraham stopped there in the Hope, of Boston, in May, 1792. Five months later, Captain Gray, fresh from his discovery of the Columbia River, 'Made the Isle of Owhyhee, one of the Sandwich Islands,' writes John Boit, Jr, the 17-year-old fifth mate of this vessel.

It did not take long for the Northwest Coast fur traders to discover at Hawai'i a new medium for the Canton market. That market was, of course, the prime object of our Northwest fur trade.

China took nothing that the US produced; hence Boston traders, in order to obtain the wherewithal to purchase teas and silks at Canton, spent 18-months or more of each China voyage collecting a cargo of sea-otter skins, highly esteemed by the mandarins.

Salem traders, in the same quest for the wealth of the Indies, resorted to various South Sea Islands for edible birds' nests, and beche de mer or trepang, a variety of sea-cucumber that tickled the mandarin palate.

At the same time, the Hawaiian market for American goods was rapidly increasing, owing to the improved standards of living.

As early as 1823 there were four mercantile houses in the Islands: Hunnewell's, Jones's, 'Nor'west John DeWolf's (from Bristol, Rhode Island) and another from New York (possibly that of John Jacob Astor & Son, represented by John Ebbets (Kuykendall.)) (Morison)

"Their storehouses are abundantly furnished with goods in demand by the islanders; and at them, most articles contained in common retail shops and groceries in America, may be purchased."

"The whole trade of the four probably amounts to one hundred thousand dollars a year - sandal wood principally, and specie, being the returns for imported manufactures."

"Each of these trading houses usually has a ship or brig in the harbor, or at some one of the islands; besides others that touch to make repairs and obtain refreshments, in their voyages between the north-west, Mexican and South American coasts, and China."

"The agents and clerks of these establishments, and the supercargoes and officers of the vessels attached to them, with transient visitors in ships holding similar situations, form the most respectable class of foreigners with whom we are called to have intercourse." (Stewart)

The New England whalers, so much complained of by the China traders, brought them new business by creating a local market for ships' stores, chandlery, etc.; and by giving them return freights of oil and whalebone.

About 1829 the Islands were visited annually by nineteen American vessels engaged in the Northwest fur, South American, China and Manila trades, and by one hundred whalers.

Hawai'i had, in fact, become an outpost of New England. The foreign settlement at Honolulu, with its frame houses shipped around the Horn, haircloth furniture, orthodox meeting house built of coral blocks, and New England Sabbath, was as Yankee as a suburb of Boston.

At the same time, the Hawaiian demand for American goods was rapidly increasing, owing to the improved standards of living. The central location of the Hawaiian Islands brought many traders, and then whalers, to the Islands.

"And so for forty years Hawaiians wanted everything on every ship that came. And they could get it; it was pretty easy to get. Two pigs and ... a place to live, you could trade for almost anything." (Puakea Nogelmeier)

Early Recognition of Importance of Hawai'i to US Trade

"The importance of the Sandwich Islands to the commerce of the United States, which visits these seas, is, perhaps, more than has been estimated by individuals, or our government been made acquainted with."

"To our whale fishery on the coast of Japan they are indispensably necessary: hither those employed in this business repair in the months of April and May, to recruit their crews, refresh and adjust their ships; they then proceed to Japan, and return in the months of October and November."

“It is necessary that these ships, after their cruise on Japan, should return to the nearest port; in consequence, a large majority resort to these islands, certain here to obtain any thing of which they may be in want.”

“A small proportion, however, of these vessels have proceeded for supplies and refreshments, in the fall, to the ports on the coast of California ...”

“... but as the government of Mexico have now imposed a duty of two dollars and one eighth, per ton, on every ship that shall anchor within their waters, whether in distress or otherwise, this will, of course, prevent our whale ships from visiting that coast; and the Sandwich Islands will then remain as the only resort for them, after their cruise on the coast of Japan.”

Of the ships that visited the islands, all but a small fraction were American. “The commerce of the United States, which resorts to the Sandwich islands, may be classed under five heads, viz.:

“First, Those vessels which trade direct from the United States to these islands, for sandal-wood, and from hence to China and Manilla, and return to America.” (Annually, the number may be estimated at six.)

“Second, Those vessels which are bound to the north-west coast, on trading voyages for furs, and touch here on their outward-bound passage, generally winter at these islands, and always stop on their return to the United States, by the way of China.” (The number may be estimated at five.)

“Third, Those vessels which, on their passage from Chili, Peru, Mexico, or California, to China, Manilla, or the East Indies, stop at these islands for refreshments or repairs, to obtain freight, or dispose of what small cargoes they may have left.” (The number may be estimated at eight.)

“Fourth, Those vessels which are owned by Americans resident at these islands, and employed by them in trading to the northwest coast, to California and Mexico, to Canton and Manilla.” (The number may be estimated at six.)

“Fifth, Those vessels which are employed in the whale-fishery on the coast of Japan, which visit semi-annually.” (The number may be estimated at one hundred.)” (John Coffin Jones Jr, US Consulate, Sandwich Islands, October 30th, 1829)

“When we reflect that, only a few years since, the Sandwich Islands were not known to exist, when but lately they were visited only by a few ships bound to the north-west coast of America and these merely stopping to purchase a few yams or potatoes, and that now there annually come to this remote corner of the globe forty thousand tons of American shipping, with the sure prospect that in no long protracted period this number will double we are led to conclude, that the Sandwich Islands will yet be immensely more important, to the commerce of the United States which visits these seas, than they have been.”

“The annual, if not semi-annual, visit of one of our ships of war to these islands, is conceived to be necessary; and would, no doubt, be attended with the best advantages, affording to our commerce, in these seas, protection, assistance, and security.”

“For this station, a sloop of war would be sufficient for every purpose required; and, if so arranged as to visit these islands in the months of March, April, and May, and again in October and November every desired object would then be effected, and the result be, that our merchantmen, and whalers would come

to the islands with perfect security; their tarry here made safe, and many abuses and inconveniences with which they are now shackled, would be done away.”

“The very knowledge that a ship of war would semi-annually be at the Sandwich Islands, would be of infinite service to our commerce in general, which enters the waters of the North Pacific ocean.”

“Since my residence on these islands, as an officer of government, I have repeatedly, in the discharge of my official duties, felt the want of protection and aid from the power of my government.”

“I have been compelled to see the guilty escape with impunity; the innocent suffer without a cause; the interests of my countrymen abused; vessels compelled to abandon the object of their voyage, in consequence of desertion and mutiny and men, who might be made useful to society, suffered to prowl amongst the different islands, a disgrace to themselves and their country, and an injury to others, whom they are corrupting, and encouraging to do wrong.”

"I would suggest ... the propriety of recommending to our government that a ship of war be detached for the protection of American commerce in these waters, that she be required annually to visit the Society and Marquesas Islands, and, semi-annually, the Sandwich Islands ...’

“... that in the intermediate periods when she might not be employed at such islands, it shall be required that she visit the ports of California and Mexico, to afford protection to our commerce and citizens in that quarter, where they have for a long time been suffering under the abuses of an ill-regulated government.”
(John Coffin Jones Jr, US Consulate, Sandwich Islands, October 30th, 1829)

Sugar Changed the Social Fabric of the Islands

The early Polynesian settlers to Hawai‘i brought sugar cane with them and demonstrated that it could be grown successfully in the islands; sugar was a canoe crop.

In pre-contact times, sugarcane was not processed as we know sugar today, but was used by chewing the juicy stalks. Its leaves were used for inside house thatching, or for outside (if pili grass wasn't available.) The flower stalks of sugar cane were used to make a dart, sometimes used during the Makahiki games.

It appears Cook was the first outsider to put sugarcane to use. One of his tools in his fight against scurvy (severe lack of vitamin C (ascorbic acid) in your diet) was beer. Others later made rum from the sugarcane. But beer and rum were not a typical sugar use. Since it was a crop that produced a choice food product that could be shipped to distant markets, its culture on a field scale was started in about 1800. Hawai‘i had the basic natural resources needed to grow sugar: land, sun and water.

Hawai‘i’s economy turned toward sugar in the decades between 1860 and 1880; these twenty years were pivotal in building the plantation system.

A century after Captain James Cook's arrival in Hawai‘i, sugar plantations started to dominate the landscape. What encouraged the development of plantations in Hawai‘i? For one, the gold rush and settlement of California opened a lucrative market. Likewise, the Civil War virtually shut down Louisiana sugar production during the 1860s, enabling Hawai‘i to compete with elevated prices for sugar.

In addition, the Treaty of Reciprocity-1875 between the US and the Kingdom of Hawai'i eliminated the major trade barrier to Hawai'i's closest and major market. Through the treaty, the US gained Pearl Harbor and Hawai'i's sugar planters received duty-free entry into US markets.

However, a shortage of laborers to work in the growing (in size and number) sugar plantations became a challenge. The only answer was imported labor.

Starting in the 1850s, when the Hawaiian Legislature passed "An Act for the Governance of Masters and Servants," a section of which provided the legal basis for contract-labor system, labor shortages were eased by bringing in contract workers from Asia, Europe and North America.

There were three big waves of workforce immigration:

- Chinese 1852
- Japanese 1885
- Filipinos 1905

Several smaller, but substantial, migrations also occurred:

- Portuguese 1877
- Norwegians 1880
- Germans 1881
- Puerto Ricans 1900
- Koreans 1902
- Spanish 1907



It is not likely anyone then foresaw the impact this would have on the cultural and social structure of the islands. The sugar industry is at the center of Hawai'i's modern diversity of races and ethnic cultures. Of the nearly 385,000 workers that came, many thousands stayed to become a part of Hawai'i's unique ethnic mix. Hawai'i continues to be one of the most culturally-diverse and racially-integrated places on the globe.

For nearly a century, agriculture was the state's leading economic activity. It provided Hawai'i's major sources of employment, tax revenues and new capital through exports of raw sugar and other farm products. The industry came to maturity by the turn of the century; the industry peaked in the 1930s. Hawai'i's sugar plantations employed more than 50,000 workers and produced more than 1-million tons of sugar a year; over 254,500-acres were planted in sugar. (That plummeted to 492,000-tons in 1995; a majority of the plantations closed in the 1990s.)

As an economic entity, sugar gradually replaced sandalwood and whaling in the mid-19th century and became the principal industry in the islands, until it was succeeded by the visitor industry in 1960.

Pineapple In Hawai'i

Christopher Columbus brought pineapple, native of South America, back to Europe as one of the exotic prizes of the New World. ('Pineapple' was given its English name because of its resemblance to a pine cone.)

Pineapple ("halakahiki," or foreign hala,) long seen as Hawai'i's signature fruit, was introduced to the Kingdom of Hawai'i in 1813 by Don Francisco de Paula Marin, a Spanish adviser to King Kamehameha I. Credit for the commercial production of pineapples goes to the John Kidwell, an English Captain who started with planting 4-5 acres in Mānoa.

Although sugar dominated the Hawaiian economy, there was also great demand at the time for fresh Hawaiian pineapples in San Francisco, and, later, canned pineapple.

The pineapple canning industry began in Baltimore in the mid-1860s and used fruit imported from the Caribbean. (Bartholomew) Commercial pineapple production which started about 1890 with hand peeling and cutting.

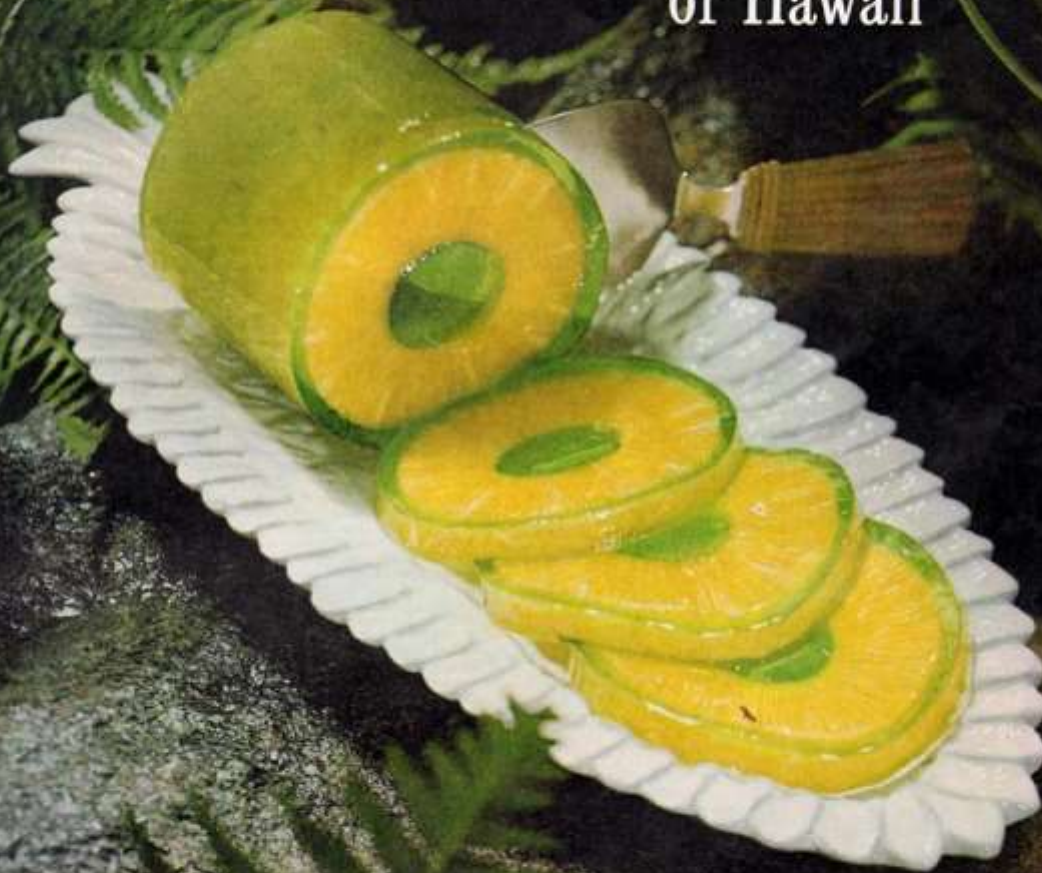
The first profitable lot of canned pineapples in Hawai'i was produced by Dole's Hawaiian Pineapple Company in 1903 and the industry grew rapidly from there. (Bartholomew)

In the early 1900s, Libby, McNeil & Libby (Libby's) established a pineapple canning subsidiary in Hawai'i. By 1911, Libby's gained control of land in Kāne'ōhe and built the first large-scale cannery at Kahalu'u. This sizable cannery, together with the surrounding old style plantation-type housing units, became known as "Libbyville." The Kāne'ōhe facility ultimately failed and Libby's moved to Molokai.

Haiku Fruit & Packing Company started in 1903, Keahua Ranch Company in 1909 and Baldwin Packers in 1912. In 1932, it was renamed Maui Pineapple Company and merged with Baldwin Packers in 1962.

Del Monte another major food producing and packaging company on the continent started its Hawai'i pineapple plantation with the purchase of the Hawaiian Preservation Company in 1917.

Fresh-fruit taste
is the difference in **Dole**
of Hawaii



Don't even take the slices out of the can . . . just pour off liquid and replace with lime gelatin (made with *half* the water in package directions). Chill until set. Run a little hot water on can sides and bottom to loosen. Then cut bottom from can and use to push mold out. Cut between pineapple slices and serve as salad or dessert. *Another easy-as-pineapple idea from the Islands where the world's best pineapple grows. From Dole of Hawaii.*



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SOLE DISTRIBUTOR: AMERICA'S MARKET - SAN JOSE, CALIF.

The demand for canned pineapples grew exponentially in the US and in 1922, a revolutionary period in the history of Hawaiian pineapple; Dole bought the island of Lanai and established a vast 200,000-acre pineapple plantation to meet the growing demands.

Lanai throughout the entire 20th century produced more than 75% of world's total pineapple. More land on the island of Maui was purchased by Dole.

Since 1968, land in central O'ahu, once used to cultivate pineapple land, was being used for the development of the bedroom community of Mililani. Pineapple production on O'ahu began a steady decline.

In 1991, the Dole Cannery closed. The Dole Plantation tourist attraction, established in 1950 as a small fruit stand but greatly expanded in 1989 serves as a living museum and historical archive of Dole and pineapple in Hawai'i.

Crossroads of the Pacific

As trade and commerce expanded across the Pacific, numerous countries were looking for faster passage and many looked to Nicaragua and Panama in Central America for possible dredging of a canal as a shorter, safer passage between the two Oceans.

Finally, in 1881, France started construction of a canal through the Panama isthmus. By 1899, after thousands of deaths (primarily due to yellow fever) and millions of dollars, they abandoned the project and sold their interest to the United States.

In 1893, the Rev. Sereno Bishop of Hawai'i spoke of the commercial relationship between Hawai'i and the future isthmian canal: "Honolulu is directly in the route of a future part of heavy traffic from the Atlantic to the Pacific which is waiting for the creation of a canal. Trade to and from China and Japan will use the canal route."

"Impending commerce using the future canal will have serious importance to the political relations of the Hawaiian Kingdom. Honolulu will be a convenient port of call for China-bound California steamers."

"The opening of the canal will increase Hawaii's importance as a coaling and general calling station. Tremendous new cargoes of supplies that will cross the Pacific, because of the canal, will need shelter and protection at a common port of supply - Honolulu." (Hawai'i Historical Review)

In 1900, Alfred Thayer Mahan, a US Navy flag officer, geostrategist and historian (called "the most important American strategist of the nineteenth century,") believed that the American line of communications to the Orient was by way of Nicaragua and Panama, as that of Europe was by the Suez.

Mahan saw that the Caribbean, areas surrounding the future canal, Hawai'i and the Philippines composed the strategic outposts for the future isthmian canal.

Mahan also stated, "Whether the canal of the Central American isthmus be eventually at Panama or Nicaragua matters little to the question at hand.... Whichever it be, the convergence there of so many ships from the Atlantic and Pacific will constitute a centre of commerce". (Hawai'i Historical Review)

In 1912, this strategy and declaration was claimed in an article in 'Paradise of the Pacific' that Hawai'i was truly deserving of the name, "Crossroads of the Pacific".

The Chamber of Commerce of Hawai'i promoted the idea, naming its early-1900s official publication "Honolulu At the Crossroads of the Pacific."

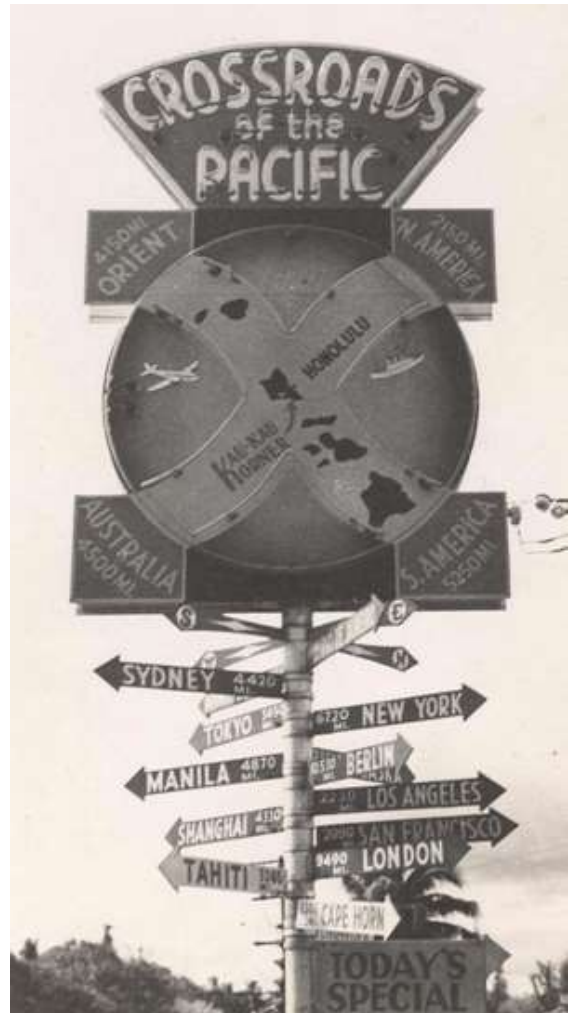
After Panamanian independence from Columbia in 1903, the US restarted construction of the canal in 1905.

Finally, the first complete Panama Canal passage by a self-propelled, oceangoing vessel took place on January 7, 1914.

Before the Panama Canal was 'officially' opened for commerce (the canal officially opened on August 15, 1914), "The first commercial business handled by the canal was a shipload of sugar from Hawaii."

It was also "the first continuous ocean-to-ocean trip through the Panama Canal by any vessel."

The first cargo ship passing westward through the Panama Canal to call at Honolulu was the American Hawaiian Steamship Company's SS Missouriian commanded by Captain Wm. Lyons, on September 16, 1914.



Testimony in Washington, DC, in 1915, noted that the opening of the canal would affect Hawai'i in two ways: traffic to and from the Orient would use Hawai'i as a way-station for supplies and instructions; and Hawai'i would also be a destination for freight, passengers and tourists.

The Panama Canal (one of the seven wonders of the modern world) is a 51-mile ship canal in Panama that connects the Atlantic Ocean (via the Caribbean Sea) to the Pacific Ocean. The canal cuts across the Isthmus of Panama and is a key conduit for international maritime trade.

Visitor Industry

Hawai'i's first accommodations for transients were established sometime after 1810, when Don Francisco de Paula Marin "opened his home and table to visitors on a commercial basis ... Closely arranged around the Marin home were the grass houses of his workers and the 'guest houses' of the ship captains who boarded with him while their vessels were in port."

In the late-1890s, with additional steamships to Honolulu, the visitor arrivals to O'ahu were increasing. When Hawai'i became a US territory (June 14, 1900,) it was drawing cruise ship travelers to the islands; they needed a place to stay.

By 1918, Hawai'i had 8,000 visitors annually, and by the 1920s Matson Navigation Company ships were bringing an increasing number of wealthy visitors. This prompted a massive addition to the Moana. In 1918, two floors were added along with concrete wings on each side, doubling the size of the hotel.

Between 1950 and 1974, domestic and international visitor numbers shot up to more than 2-million from less than 50,000. Statehood and the arrival of jet-liner air travel brought unprecedented expansion and construction, in Waikiki and across the Islands.

Later, when Navy Commander John Rodgers and his crew arrived in Hawai'i on September 10, 1925 on the first trans-Pacific air flight, they fueled the imaginations of Honolulu businessmen and government officials who dreamed of making Hawai'i the economic Crossroads of the Pacific, and saw commercial aviation as another road to that goal.

Two years later on March 21, 1927, Hawai'i's first airport was established in Honolulu and dedicated to Rodgers. 1959 brought two significant actions that shaped the present day make-up of Hawai'i, (1) Statehood and (2) jet-liner service between the mainland US and Honolulu (Pan American Airways Boeing 707.) The Visitor Industry remains the primary economic force in the Islands.



A total of 10,424,995 visitors came to Hawaii in 2019 (another record number). That's more than seven times the state's population. Tourism represents roughly a quarter of Hawai'i's economy. Resident concerns and impacts of COVID have shifted Hawai'i Tourism Authority's focus with more emphasis to address tourism's impacts. This shift recognizes the need for tourism to provide both a quality visitor experience and enhanced quality of life for Hawai'i residents. Plans now call for re-balancing attention from mainly marketing to greater emphasis on 'destination management' and support for culture, community and multicultural programs, and natural resources. (HTA Strategic Plan)