

[REPRINT, 1909.]

PAPERS

OF THE

Hawaiian Historical Society

No. 8.

Honolulu in 1817 and 1818,

By JAMES HUNNEWELL



Read Before the Hawaiian Historical Society, July 18th, 1895



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HONOLULU:  
Reprinted by the  
HAWAIIAN GAZETTE CO., LTD.  
1909

TO THE HAWAIIAN HISTORICAL SOCIETY,  
WITH MY COMPLIMENTS AND REGARDS,  
JAMES F. HUNNEWELL.

VOYAGE IN THE  
BRIG BORDEAUX PACKET

BOSTON TO HONOLULU 1817, AND  
RESIDENCE IN HONOLULU, 1817—1818

By JAMES HUNNEWELL

*Transcribed from His Journal, and Edited by His Son, James F. Hunnewell, 1895*

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Among the Americans who, in several departments, have helped to develop the resources and business of their country, was the class of men who, in the first half century of the Republic sought distant, and then little known, regions to which they carried its flag along with the exercise of their enterprise. Of this class was James Hunnewell, of Charlestown, Mass. An account of his life forms a preface to his *Journal of the Voyage of the Missionary Packet, Boston to Honolulu, 1826*, both of them printed by the writer, quarto, 1880.

Although born of families that had for generations shown marked attachment to old homes and land life, he, like the rest of his class, desired to try the sea and to visit the wide world, not as a rover, but to find means and place for mercantile business. He began as a boy when he learned the mathematics of navigation. Then he went through the successive stages of experience. As soon as the peace of 1815 allowed, he went to sea. At twenty-two he was a sailor; the next year an officer; at twenty-four a mercantile agent; later a captain; and and at thirty-two an independent, self-established merchant, continuing one in first-rate credit through forty years, encount-

ering storms quite as trying as those of another sort faced off Cape Horn, gaining respectable success, and closing life with everything right, like a genuine sailor who comes into port with his ship in thorough order.

Early in life he visited the Sandwich Islands, as they were then called, and became acquainted with them as they were under the old native rule, before the changes that occurred in 1819, and before the arrival of the first missionaries. From his still existing notes some information can be had about this period, which may well be added to its not too abundant records.

Omitting many details of weather or business, we quote from his manuscript relating to his first voyage to the Islands and the West Coast, and to his earliest residence at the former.

#### VOYAGE TO HONOLULU.

*"Boston, November 14, 1816.* I shipped on board the hermaphrodite brig Bordeaux Packet, Andrew Blanchard master, bound to the Sandwich Islands. \* \* \* 19th, at sundown, got under way from May's wharf and anchored in Nantucket roads. 20th, at daylight, got under way and put to sea with fresh breeze from the southward, and pleasant weather; at meridian passed Cape Cod, steering to the eastward, and continued steering to the E.S.E. with fresh breezes and fair. Nothing of consequence takes place. December 1, commenced my journal, which is continued for ten days, but I was obliged to give it up for the want of time. On the 6th, crossed the tropic of Cancer in the longitude of 26 west; took the trades in the latitude of 30 north. \* \* \* 17th, at midnight, crossed the equinoxial line in the longitude of 25 west, 27½ days out." Pleasant weather seems to have continued. On "Christmas day the weather intensely hot in latitude 20 south; employed in the ordinary duty of the ship; had salt fish and potatoes for dinner." "27th, at meridian, on the tropic of Capricorn." Variable weather ensued, including hail and snow, in 40 S." 12th of January caught two albatrosses, measuring ten feet from tip to tip; 20th, at 2 p. m., in the latitude of Cape Horn,

the weather pleasant and cold, with strong gales from the westward, which continued for several days, after which we have five days moderate and variable winds with some rain and hail.

"In doubling the Cape were as far as 60 south, but nothing of consequence takes place until February 1, when we made an island to the north and westward of Cape Horn in latitude 53. It blowing fresh from the westward we tacked to south-west, the wind setting in at W.N.W. increased to a tremendous gale, which continued for ten days, all of which time we were laying to, drifting to the southward, the weather cold, with some rain and hail. During the gale we shipped but one sea that did any damage—that washed away our waist boards, quarter-board, round-board, hen-coops and other articles off deck, and myself made a lucky escape." Cold, then variable, then pleasant weather ensued. "March 11, at 10 a. m., crossed the equator in the longitude of 112 west.

"*Wednesday, March 26, 1817.* 126 days passage, at 10 o'clock a. m., made the high lands of Owyhee and Mowee. Continued standing for the land until night, when we lay to; next arrived at Toai (Kawaihae) Bay. 28th arrived at Keireur (Kailua), where we got supplies of pork and potatoes. Next day were visited by King Tamaama and all the royal family. 30th, the ship Zephyr, Capt. Brintnal, anchored at Keireur; sailed for Mowee (Maui) in company with the Zephyr. In Mowee channel encountered a severe gale. On the second of April anchored at Lahinah in company with Zephyr. Took in hogs, potatoes, taro and fruit and some Indian passengers, and on the 4th sailed for Woahoo. On the 6th arrived at the harbor of Hanarura, where we found the British brig Columbia and ship Albatross, belonging to the King of Owyhee. We here refitted our vessel in sails, rigging, etc. 13th, sailed brig Columbia for Columbia River; same day arrived ship Enterprise, Capt. Ebetts, from Canton.

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NOTE.—Hawaiian was not then a written language, and the geographical or other names are here written as they were then pronounced, and in many of them no great change seems to have occurred.

## TRIP TO CALIFORNIA.

"At this place, at the request of Capt. Blanchard, I commenced duty as an officer. After taking in a supply of provisions and water and an addition to our crew of two Englishmen and three natives, on the 22nd sailed for the coast of California. During our passage nothing of consequence takes

"May 15, saw the coast of California in latitude 27 N. Continued running down the coast. Saw the Island of Cares, afterwards the main to the south-eastward. 18th, made Cape St. Lucas; same day entered the Gulf of California; saw a schooner under the land off St. Joseph's. We continue standing up the Gulf with light airs and calms. 23rd, under an island becalmed; our boat went near the shore where they found plenty of turtle and other fish. The whole coast in the Gulf presents but one cluster of high rocky mountains. 25th, took an Indian pilot, and at midnight anchored off Loreto. Next morning the commandant came on board, and a number of private men. 27th, we were honored by a visit from the Governor and his lady, three priests, and many private characters, and had some trade with them. 28th, I was present at the wedding of one of the Governor's daughters: same night sailed from Loreto with the padre of St. Joseph's and the commandant of Loreto as passengers. May 31st anchored at Dolores, where we left the commandant and had a little trade with the farmers; took in jerked beef, wood, water, etc.

"June 2nd, sailed for St. Joseph's; 5th, anchored at St. Joseph's and landed our passengers; same day our cook ran away while on shore with a watering party. During our stay at St. Joseph's we had some traffic in silver and pearl, and lost two Indian sailors and our cook, a negro, by desertion. On the 13th they departed, rounded Cape St. Lucas, and proceeded up the coast, reaching the Bay of Todos Santos on July 6. There they obtained wood and water, but no traffic with the Mission of St. Thomas. On the 13th, they anchored at St. John's.

"Our boat was sent to the shore where the men from the Mission promising traffic next day, I, the next morning went



on shore, but found nothing but soldiers who were amusing us with a story of trade all the day. Finding they had a design to take me and the boat's crew, and afterwards the vessel, we put to sea the same night without any commerce with the Mission. From St. John's we made the best of our way for St. Louis, but it being very rough weather and cold, and for the most part of the time a gale of wind, we did not arrive at St. Louis until the 26th, where we anchored and the boat was sent on shore, but no human being was found. Next morning sent our interpreter to the mission of St. Louis, when he returned with the answer that we could have no commerce with the shore nor any supply of provisions, and that if we remained on that part of the coast there would be danger of our being taken. At the same time two of the party that were on shore cutting wood ran away, and two men were put on shore, their time being out. Our crew now being reduced nearly one-half, and no prospect of trade on the coast, it was deemed unsafe to remain there any longer. The same evening we got under way for the Sandwich Islands."

There were, indeed, slight suggestions that before the end of the century great hotels and palace cars would be provided for travelers in that region. Escaping from it, the voyagers of 1817 had a good passage westward, and on the 12th of August made Oahu and Maui. A canoe from the former brought Mr. Cook, who boarded the brig and gave all the information there wanted. On the 14th anchor was dropped in the harbor of Honolulu.

#### TRADING AT THE ISLANDS.

There, continues the account, "we found the ship Paragon, Capt. Wilds, who had been waiting three months for us. We lay in the harbor trading with the natives and others until the 21st, when we sailed for Owyhee. 24th arrived at Keiharulah (Kealakekua) where we found the ship Eagle. We were visited by the King and his family, and traded some with him. 26th sailed for Woahoo; 28th arrived off the harbor and received on board a number of passengers, men and women, and

sailed again for Owyhee without coming to anchor. September 1, anchored at Keiharulah, left our passengers, and sailed for Woahoo."

On the 3rd they were in the harbor of Honolulu, "trading for wood, and trying to sell the vessel." On the 17th she was sold. On the "same day ship Paragon sailed for Canton." There was delay in business until the 22nd, when they sailed for "Wymaah (Waimea), which is on the other, the north, side of Woahoo." They reached it on the 23rd, "and commenced taking in sandal wood. October 4, sailed for Wyny (Waianae), where they spent the 6th, taking in a little wood, and on the 7th were off Honolulu. In the harbor were "the ships Alert, Enterprise, Eagle, and Zephyr; brigs Alexander, Brutus, and Cossack. Our cargo of wood shipped in the Alert for Canton, by which I sent two letters. October 25th the Alert sailed for Canton. Next day, 26th, we sailed for Wya-ruah (Waialua), commenced taking in wood.

"November 1, arrived off Hanarura with a full cargo. October 31, ship Flying Fish touched at this place, and sailed same day for Canton. November 6, we got into the harbor; the same day the ships Avon and Atla, and the King's brig from Owyhee via Canton. We shipped one cargo on board the ship Zephyr, bound to Canton, and on the 16th sailed again for Wymaah for the remainder of our wood." They met very heavy weather, but obtained the wood, and on December 2, were again in the harbor of Honolulu. On the 4th they shipped their wood by the Atla for Canton.

"December 1, the ships Enterprise, Eagle, and Avon sailed for the Spanish main. 6th, having received pay in full, Capt. Blanchard gave the vessel up with her papers to His Excellency Crimakoo (Kalaimoku), who named the vessel after himself. The ceremony was done by firing a salute, lowering the American colors, and hoisting those of the Sandwich Islands. Same day, I left the Bordeaux Packet; took residence on shore. December 9, the Atla sailed for Canton; passengers, Capt. Blanchard and Capt. Brown."

A journal then follows with brief entries of weather, business,

and sometimes of other occurrences. Saturday, December 17, 1817, Mr. Hunnewell took quarters ashore "at the house of Capt. Brown. It was mocahita (makahiki) taboo."

7th, visits, and seeing "amusements such as the natives have in mocahita taboo."

"By the request of Capt. Blanchard I agree to stop and assist in selling the remainder of our goods, and for my services to have two per cent., and monthly wages as before. 10th, Pleasant. Received a visit from His Excellency Crimakoo and other chiefs, who promise trade and friendship with us. 11th, received visits from the natives; show our goods, etc. Tomorrow all the chiefs go to the mountains."

Visits, business, and an afternoon gunning with Mr. Gowin, then slack trade until Wednesday, 17, when "Bokee stole a piece of shirting," which was recovered on the 19th. On the 18th, "had some visits from drunken Indians; a cook-house burned belonging to Mr. Warren." 19th, "our vane blew down and a number of houses in the village and our house damaged." Heavy gales continued on the next day, "our house much damaged and leaking." Most of the goods in the storehouse were wet; some were moved "to our sleeping house."

From Sunday, December 21, to Thursday, February 12, 1818, the entries continue brief. The ink used for them is, in part, much faded.

Arrivals or departures of vessels are mentioned, and these for a period of ten months are for convenience placed at the end of this paper, in a list that may prove of value, as Custom-House records for the period may be rather scanty. Other subjects are also classified to make them more distinct. The accounts of two tours on land will first be given as they were written by Mr. Hunnewell.

#### FIRST TOUR OF OAHU.

"Abstract of my journal round the Island of Waohoo, 1818, February."

"Thursday, 12. In the morning rainy and dull, but clearing away; at 10 a. m. left Hanarura in company with two white

men and ten Indians, and traveled on a bad road through Palamar, Crehee (Kalihi), Monaraah (Moanalua), Halavar (Halawa), etc. In the course of the day we traveled through some beautiful valleys, well cultivated, and watered by small streams, and with some barren hills. At night we stopped at some huts, the residence of a white hermit (Moxley). We took refreshments, and, it coming on to rain, we put up for the night.

"Friday, February 13. Clearing away in the morning we continued our journey a short distance till we came to a river, which I had to swim (Waiawa). We then came into an uncultivated country, and in the course of the day saw but few huts; we crossed a number of small rivers. At dark arrived at Wyaruah (Waialua), and was sent for by the head chief of the place, and treated with fish and *powie*, and was accommodated with lodging in his own sleeping house.

"Saturday, 14th. Pleasant and clear. After refreshments we took leave of our new friends, traveled along the sea coast, and at noon arrived at Wymaah (Waimea), where stopped the remainder of the day to rest and refresh ourselves. We were here treated with a hog, some dogs, and potatoes. We took lodging here, but fleas were too plenty for sleep.

"Sunday, 15th, pleasant in the morning. Walked around the valley and visited the most remarkable places (some were caves in the rocks, and the spot where the \*missionaries were killed). At 10 a. m. took leave of Wymaah and continued our journey as far as [?]ipiruah, where we arrived before night and found the natives very poor, but they, however, brought two roasted dogs and some potatoes, and we put up for the night.

"Monday, 16th. Pleasant and clear. We went a short distance and got a small hog and some taro, and stopped till near noon, and then continued our journey along the sea coast under a ridge of mountains. In the course of the day passed

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\* Lieut. Hergest and Mr. Gooch, an astronomer of the British ship "Daedalus," were murdered at Waimea in 1792.

a number of small Indian settlements, some spots of cultivated land, but most of it lying waste. In rain at sundown arrived at a place called Punaru (Punaluu); took refreshments and put up for the night. The first part of the night many natives came to visit us.

"Tuesday, 17th. Pleasant and clear. At sunrise took leave of Punaru and traveled over hills and plains as far as Tahanah (Kahana), and took refreshments. Traveled around a long mountain, on the beach, to a place called Taaharvah (Kaaawa), and made another stop to rest and refresh, and then proceeded along the sea coast till dark, when we arrived at a place called Whyha (Waihee), and put up for the night; coming on to rain heavily we had little company for the night.

"Wednesday, 18th. Clearing away in the morning. We left Whyha and traveled inland over hills and plains for about ten miles, and stopped under trees to rest and refresh ourselves. From this we began to ascend the Pali of Nawaur (Nuuuanu), which is a precipice of about a thousand feet, nearly perpendicular. From this we traveled through a thick wood for a number of miles when we arrived in sight of Hanarura. We got into the village before sundown.

NOTE TO THE TOUR IN FEBRUARY, 1818.—For the aid of those who have not a map on a large scale, an explanation may be made. The tour was around the Island of Oahu, to the west, north, east, and back to Honolulu.

12th, the route was by Kapalama, Kalibi and Moanalua, to Halawa, about eight miles from, and a little north of west of Honolulu.

13th, the river crossed was the Waiawa stream, the night "at Wya-raah," was at Waialua.

14th, the noon and night were at Waimea, near the north end of Oahu.

15th, at night, was reached a place not identified (Pahipahialua?)

16th, at night, Punaru (Punaluu) north of Honolulu, and on the east coast.

17th, Tahanah, as then pronounced, Kahana, as now spelled; night at Whyha, that is Waihee, on the east coast.

18th, inland to the Pali (1200 feet above sea level), north-east of Honolulu, and thence down Nuuuanu Valley.

#### SECOND TOUR OF OAHU.

Another excursion, lasting for a week, was made in March, the account of which is as follows:

"Tuesday, March 24, 1818. At 2 a. m. hove out and found it raining. At 4 it continued raining, when I started from Hanarura in company with two white men and seven Indians, and traveled by moonlight. At sunrise we found ourselves in Mownaruah, when it held up raining. At 10, it cleared away pleasant. We stopped to see a chief by the name of Keikuavah (Keikioewa); he gave us a small hog, some fish and taro. After resting here we continued our journey. In the afternoon arrived at Whikelie (Waikele), at the residence of a white man by the name of Hunt. We here put up for the night.

"Wednesday, 25th. Pleasant and clear. I found myself very tired—stiff by traveling in the rain over a bad road, so we spent the day here in resting ourselves, and walking out to see the country, some of which I found cultivated, but mostly in waste.

"Thursday, 26th. Pleasant and clear. At 2 a. m. we left our white friend, and continued our journey by moonlight over an extensive plain to a high mountain, and at the dawn of day arrived at the top. (At the Kolekole Pass.) The mountains on each side are thickly wooded and full of singing birds, which are very melodious. After descending the mount and traveling over level country we arrived at the seashore at a place called Kohedeede (deede=liiii), which is a barren and sandy place. Stopped here for the night.

"Friday, 27th. Pleasant and clear. We went along the seashore as far as Whyany (Waiana) village, where we found a chief of our acquaintance who treated us well and accommodated us at his house, where we spent the remainder of the day, and the night.

"Saturday, 28th. Clear and pleasant; the weather hot. Spent the day in and about the village, making our home at the house of our friend. Wyany is a beautiful valley. In the centre is a large grove of cocoanut trees. It was formerly the residence of the king of this island. The ruins of the old morais are hardly visible.

"Sunday, 29th. Warm and pleasant. In the morning, going

in to bathe I struck my head against a stone and cut it considerably. [He always retained the mark.] Spent the heat of the day at the house, and in the afternoon walked as far as Koheedeede and stopped for the night.

"Monday, 30th. Warm and pleasant. At 4 a. m. started for home by way of the sea-coast, which we found barren and sandy. In the course of the morning passed a number of Indian villages. We stopped on a place at the foot of a ridge of mountains to rest and refresh. We afterwards continued our journey over an extensive waste plain, in the burning sun, until noon, when we passed a number of valleys inhabited and cultivated. Stopped at Whikelie (?) (Waikele), took refreshments, and continued our journey till dark. Stopped at some Indian houses for the night.

"Tuesday, 31st. Pleasant. At 4 a. m. started again by moonlight, and in the forenoon arrived at Hanarura."

#### GENERAL OBSERVATIONS.

As had already been proposed, items on some other subjects will be placed together to make them more distinct.

In regard to the natives, we have, during the tours, observed their friendliness and hospitality, whether poor or of rank. In calling them Indians, Mr. Hunnewell simply uses a designation as old as the days of Columbus, when natives of the western world were supposed to be of India, and the name thus once given has not even yet been discontinued. The spelling of their proper names by the pronunciation, also as has been noted, is of value in showing what it was before the period of writing and of schools. The old practices of heathenism continued, but only now and then seem to have interfered with the ordinary course of even civilized life. February 19, the day after return from the first tour described, it is stated that "at daylight in the morning we were awakened by the cry of the natives throughout the village, which continued through the day and night following for the death of Taraokoo (Kao-leioku?) supposed to be poisoned; no business." 20th, they "still kept up their cry and prayers, and making offerings to

their gods for their departed chief." 21st, still "their cry, knocking out their teeth and marking themselves; delivered some goods this day." 23rd, "the natives still keeping their fire going." On the night of the 24th there was "a remarkably strict taboo on account of the interment of their chief." Only on the night of the 26th "ended the ceremony on the death of Tarahkoo." Wednesday, March 18, the record states "no business doing; at night a strict taboo."

Elsewhere it is stated (Jan. 15), "the principal chiefs left here [Honolulu] in the Columbia. We have had no business, as it is tabooed till their return."

Taboo had before this proved a very inconvenient affair. On February 6, we are told that "some cocoanut oil was brought to our house, which tabooed our house—all within the fence." 7th, "removed our goods and bedding from the house and began tearing it down." On the 9th they began to rebuild it, and on the 11th had nearly completed it. Houses do not seem to have been large or elaborate, but conveniently adapted for removal under a taboo regime.

Theft sometimes occurred, not oftener, however, than might be the case in a more civilized community. An instance has already been given. There was another on April 8, when Mr. Hunnewell writes, "I found that the lock of our storehouse had been picked, and one piece of broadcloth and thirty-one pieces of Madras handkerchiefs stolen therefrom. Mr. Dorr applied to Pitt, but was not able to get any satisfaction; the natives seem worse than ever." Nine days afterwards, "Crimakoo," says the journal, "visited us, and calling one of our own Indians Peew (Pio), told us he was the one that had stolen our goods, and that we must take care of him. We put him in irons." Four days later he confessed, and on May 8 seventeen days after the theft, "we had returned some of the remnants of stolen handkerchiefs, about seven pieces, some of which were worked into garments." There are cases of late near Boston where there was not only less promptness, but no success at all, in recovering stolen property, and the losers had far less hold on the thief. Peew seems to have been taken



in charge by the Governor, and June 10 to have been liberated; "and what is more," says the journal, "taken into favor by the head chief of the land, Bokee."

Once, there was a report of danger from the natives, but it proved to be of moderate foundation. The account of it is as follows: April 23, [1818]. "The King's brig, late the Bordeaux Packet, arrived from Owyhee, with an Indian captain, who informed us that all the white men on the islands were to be put to death at midnight. We were alarmed by a loud cry through the village, when we expected the hour was come; but the natives were contented with the burning of a few houses. Through the day there was a cry through the village to aroah the remains of Taraahkoo. No business doing."

Preparations for warlike action were made then, as at other times. June 11, "the natives [were] employed in making improvements and additions to their fort, and learning the use of their firearms." The same statement is again made on June 20. Of pacific action, it is noted, August 12, that "they"—natives or others—"had the great fishing day."

As might be expected there was slight observance of a Sabbath. Sunday, June 28, Mr. Hunnewell notes: "The natives for several days have had foot-races and hooders (hulas) for amusement. A Sabbath is not known." Sunday, December 28, [1817], the day "without anything to distinguish it from the week day." March 15, "not like a Sabbath." April 12, "between sundown and dark, Mr. Dorr was insulted and knocked down by some Indians. Pitt being drunk, the other chiefs promised he should have satisfaction." August 16, "but little notice taken of Sabbath."

Christmas we find, however, was observed at Honolulu in 1817. "To celebrate this memorable day," wrote Mr. Hunnewell, "a public dinner was provided, which was honored by the principal chiefs of the land, and all the respectable whites on the island. The day was spent in mirth and harmony. End of mockahita."

As is apt to be the case wherever on earth or at sea there

are Americans, Independence Day was celebrated. At Honolulu, Saturday, July 4, 1818, "there was a dinner provided by Mr. Warren, at which were about twenty white men and the principal chief of the island, Bokee. There were a number of appropriate toasts drunk to American Independence. The day and evening were spent in mirth and harmony."

On the 4th of June "some of the English [were] celebrating George 3d's birthday."

Business seems to have been conducted, to a very considerable extent, by barter. Sandal wood was the chief article, indeed it might almost have been called the standard coin, although Spanish silver more nearly reached that definition. There is constant mention of sticks or piculs of the wood, but none of money. May 14 is a note, "Sold 40 looking glasses for 4 piculs wood"; next day, "Sold the remainder of the muslin, 2 pieces, for 31 piculs wood received." These examples are enough to show the nature of trade.

One obituary appears. Saturday, September 12, 1818. This morning Mr. Wm. Bush departed this life after being confined to his bed ten months. He was buried with martial honors by a detachment of marines from the patriots' ships. He lived respected and died lamented."

Disturbances were occurring in the American Colonies of Spain, some effects of which reached the Islands. Vessels more or less mysterious appeared, and several entries about them were made by Mr. Hunnewell.

"Monday, April 13. (at Honolulu), we hear a story of a Spanish ship being at Owyhee, a patriot, and that she is sold to the King."

May 21, by the Bengal from the Spanish main, "hear of a brig at Owyhee, prize to the ship under patriot colors; likewise that the ship was formerly a privateer; that the crew having driven the officers on shore, have since been pirating until they gave their ship to the King of Owyhee."

June 21st (Sunday). "The brig that anchored off the harbor last evening proves to be the prize belonging to the patriots at Owyhee. They report they are bound for Canton,

but in the course of the day they told contradictory stories. They have been collecting seed, and I expect they are bound to some uninhabited place."

Monday, 22d. "The patriots picking up supplies and making enquiries. Latter part fresh trades and pleasant; the brig got under way for Atoi. They show no colors and have no papers. She has twenty men and two guns; the acting captain is J. Gribin. Capt. Turner, or McDonald, late of the ship, is on board."

July 16. "Last evening the patriot brig anchored off the harbor from Atoi." 24th, "the patriot brig sailed for Atoi; their stories are contradictory."

August 22, "the brig Clarion, Capt. Guisely, on a sealing voyage, last from Owyhee; they inform us of a Spanish patriot frigate being at Owyhee, securing the pirates."

23d. Ship Enterprise from Owyhee, and Levant from Columbia River, arrived. "They confirm the report of the Spanish patriot frigate being at Owyhee taking the pirates, and that she is coming to Woahoo."

September 11. "In the afternoon two Spanish patriot ships anchored off the harbor, last from Owyhee." [See following list of vessels in port September 20.]

ARRIVALS AND DEPARTURES AT HONOLULU, DEC. 1, 1817,  
TO SEPT. 20, 1818.

1817. EARLIER REPORTS ARE GIVEN IN THE JOURNAL.

Dec. 9. Sailed, ship Atla, Winship, for Canton.

Dec. 25. Sailed, brig Crimakoo, Backley, for Mowee, etc.

1818.

Jan. 10. Sailed, brig Columbia, for Owyhee.

Jan. 31. Arr'd, brig Columbia, from Owyhee and Mowee; passengers, all the head chiefs of Woahoo.

Mch. 17. Sailed, brig Columbia, for Atoi.

Mch. 31. Arrived, ship Volunteer, Benett, 143 days from Boston.

Apr. 2. Sailed, ship Volunteer, for N. W. Coast of America.

Apr. 10. Arrived, Russian ship Cretie, from Owyhee.

Apr. 19. Sailed, brig Columbia, for Wyoraah.

Apr. 26. Arrived, brig Columbia, from Wymaah, cargo of sandalwood.

May 5. Sailed, "the Russian ship."

May 14. The new schooner launched.

May 21. Arrived, ship Bengal of Philadelphia, from the Spanish main, bound to Canton.

(See Journal for account of a strange vessel at Owyhee.)

- May 23. Sailed, ship Bengal, Anesley, for Canton.  
 May 23. Arrived, schooner Teweeyheeny, from Mowee.  
 May 29. "The schooner sailed for the windward."  
 June 4. Arrived, ship Ida, Henry Dorr, from Coquimbo.  
 June 5. Sailed, ship Ida, Henry Dorr, for Canton.  
 June 21. Off the harbor a brig, "prize." See Journal.  
 July 3. Arrived, the Tewayhenee (Kuwahine?), from Owyhee.  
 July 10. Sailed, "the schooner for Owyhee."  
 July 15. Arrived, "patriot brig," from Atoi.  
 July 24. Sailed, the same, Atoi, "their stories are contradictory."  
 July 31. Arrived, schr. St. Martin, Grimes, from Coquimbo, 50 days,  
 and sailed same day for Okotska.  
 July 31. Arrived, ship Hamilton, from the N. W. Coast.  
 She was still in port Aug. 10.  
 Aug. 9. Arrived, the Columbia, from Owyhee.  
 Aug. 22. Arrived, brig Clarion, Guisely, on a sealing voyage, last from  
 Owyhee.  
 Aug. 23. Arrived, ship Enterprise, Ebetts, from the Spanish main and  
 Owyhee.  
 Aug. 23. Arrived, the Levant, Cary, from Columbia River.  
 Aug. 28. Arrived, ship Osprey, Brown, of Salem, from a sealing voyage.  
 Sept. 3. Arrived, brig Clarion, from Owyhee.  
 Sept. 7. Arrived, "the schooner from Owyhee."  
 Sept. 12. Arrived, "two Spanish patriot ships."  
 Sept. 13. Arrived, ship Eagle, from Coquimbo.  
 Sept. 19. Sailed, ship Eagle, for Norfolk Sound.  
 Sept. 20. Sailed, ship Levant, for Canton.  
 Sept. 20. Sailed, ship Osprey, Brown, in company, for Canton; James  
 Hunnewell, passenger.  
 Sept. 20. Left in port, ship Hamilton, Martin, for Canton in four days;  
 ship Sultan, Reynolds, "for Canton in a few days, no  
 officers on board;" Enterprise, Ebetts, for Canton in two  
 months; "Buenos Ayres patriot ships La Argentina and  
 Santa Rosa, one of 34, and the other 18 guns, to sail on a  
 cruise in a few days; a small schooner bought by Americans  
 to sail in company with the patriots."

## CONCLUSIONS.

If incidents mentioned in this Journal are not as numerous as some one might wish, we are glad that so many are thus stated in a period of scanty record, and we can feel sure that they are facts and not fancies. The writer of this Journal always disliked gossip, and he would not write it. Examining all the details, they show that life at Honolulu in 1817 and 1818, while fairly secure, must have been quiet, and even dull, and not much more can be said of business. The writer was not a traveler for amusement, or for explorations in society or in science, but a business man for business. He minded his own, and succeeded in it. He saved as well as made, as

proved by the now fading folio pages from which his words are here transcribed. For sixty, may be seventy, years, they have been kept in the old blue sea-chest, his companion in voyages and at Honolulu, and for most of this time a valued object in his home in Charlestown, from which they have been taken to furnish records of some value in the country where he so long ago lived, and that has so wonderfully grown in many a way important.

In his desk there, still rest his Walsh's Arithmetic (1807), his Coast Pilot and Bowditch's Navigator, and his Psalm and Hymn Books, all also his companions at Honolulu in 1818, now the companions of many far finer volumes that have belonged to Emperors, Kings, Queens, Popes, Princes, and other great persons, and the plain old books are prized as much as any by their present owner.

JAMES F. HUNNEWELL.

Charlestown, March 30, 1895.

THE VOYAGE  
OF THE  
“ALBATROSS”

REPRINTED FROM THE  
“WEEKLY MESSAGE,” OF PORT TOWNSEND, WASH.,  
JANUARY 9, 1868.

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“A few months since, Mr. J. G. Swan, at the request of Hon. Elwood Evans, wrote to Boston for information respecting the person who first made or attempted to make a settlement on the Columbia River. The historical records give the honor to Capt. Smith of the ship Albatross; but in reality it was Capt. Nathan Winship. The venerable Timothy Dodd, the writer of the letter, is a gentleman over seventy years of age. He was in business in Boston when the ship Columbia first fitted out for the northwest coast in 1790. General John S. Tyler was son-in-law to Abiel Winship, one of the owners of the Albatross. Both of the following letters are interesting and valuable reminiscences of the past and their statements cannot be questioned.”

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Boston, November 8, 1867.

“MR. DODD TO MR. SWAN.

“DEAR SIR:—Your letter of August 25, 1867, I received on the 30th of September, after which I endeavored to obtain the necessary information in relation to your wish, but found it rather difficult, as most of the people who would have been able to give such information, have passed away.

“After several attempts to see General John S. Tyler, I finally succeeded. I showed him your letter, and requested him to give me what information he could, which he promised to do; and after a few days he gave me the enclosed papers. After this I fell in with Capt. John De

Wolf (who was on the northwest coast in the ship Juno, and was then in company with the ship O'Cain, Capt. Jonathan Winship, and the ship Albatross, Capt. Nathan Winship), and I had considerable conversation with him. He says he distinctly remembers that Capt. Jonathan Winship told him that he was the first person that had built a house somewhere on the Columbia River, but he does not recollect the precise spot. In hope that this and the enclosed will afford you some useful information,

I remain, your humble servant,

“TIMOTHY DODD.

“To J. G. SWAN, Esq.,

“Port Townsend, Washington.”

“BOSTON, November 1st, 1867.

“FROM GEN. JOHN S. TYLER TO MR. TIMOTHY DODD.

“DEAR SIR:—In response to the inquiries of Mr. Swan in his letter to you of the 25th of August, I am able to say that the ship Albatross was owned by my father-in-law Abiel Winship and his brothers Jonathan and Nathan, and Benjamin P. Homer.

“She sailed from Boston July 7th, 1809, and arrived in the Sandwich Islands in March, 1810. William Smith was first mate of the Albatross, and Nathan Winship, master.

“From the Sandwich Islands she sailed for the northwest coast, and arrived off the mouth of Columbia River, May 26th, 1810. She was under the command of Nathan Winship, who had a letter of instruction and advice from his brother Jonathan contemplating the establishment of a trading station on the river.

“She remained in the Columbia River until July 19th. She then ran down the coast of California and landed some sealers on the Farallones, then proceeding up touching at various places until she reached Norfolk Sound in November. On the 17th of that month she sailed for the coast of California, arriving at Drake's Bay November 29th, where she met the ships O'Cain and Isabella. She then went to the Farallones; leaving sealers there, she ran along the coast and on the 21st of December touched at Point San Quentin, thence to the Island of Boneta. On the 24th of January, 1811, she put into the Bay of San Francisco and remained there until March 3d, then ran over to the Farallones for the sealers.

“She remained there until March 26, then sailed for Lobos Island. May 4th, she returned to the Farallones, and on May 4th sailed for Drake's Bay. On May 9th, she met the O'Cain there, and May 24th, returned to the Farallones. On June 3d, she left there, on the 15th, arrived at Boneta, left there on the 20th, arrived at Point Woodhouse August 19th, and left on the 23rd. Continued touching along the northwest coast until September 11th, then sailed for the Farallones, arriving there on the 27th. October 2d, she sailed for the Sandwich Islands, arrived on the 26th, and remained till January 1st, 1812; then sailed for Canton. February 21st, arrived at Macao; 28th, at Whampoa.

“Fitted out the ship for another voyage to the northwest coast, and sailed from Macao, April 24th. Arrived at the Sandwich Islands, June 26, 1812. On July 10th, it was decided to send the ship to the Farallones under the command of William Smith, Capt. Winship remaining at

Oahu. Sailed July 19th, arrived at the Farallones August 13th, and returned to the Sandwich Islands, October 18, 1812.

"All these particulars are taken from a carefully kept diary in the handwriting of Mr. W. A. Gale, who went out in the capacity of captain's clerk.

"The Albatross remained at the Islands blockaded with other American ships by the British men-of-war. She never returned to this country—whether she was sold or lost I have forgotten, but may ascertain from old letters.

"I boarded the O'Cain on her arrival here in 1817, being then a clerk with Abiel Winship. The ship was repaired and made a voyage to the Red Sea under Captain Burnham. She then returned and was fitted out for a sealing voyage under Capt. Charles Winship, the owner's son. She went to the South Shetland Islands and returned after nine months' absence to be refitted with a tender; sailed again in company with a tender called the Wasp. They parted company, but both reached Valparaiso, Capt. Winship died there. The Wasp was sold and the ship returned to Boston and was then also sold. Her new owner sent her to the northwest coast. She was finally wrecked near Valparaiso somewhere about 1822.

"In the Boston Daily Courier of December 31st, 1845, will be found an article headed 'First trading settlement on the Columbian River,' which gives the credit to Captains Jonathan and Nathan Winship. This article was from the pen of Mr. Buckingham, the editor, and was written in the life-time of Captain Jonathan Winship, who was his personal friend. There can be no doubt of its truth. Mr. Gale shows clearly that the Albatross did not go to the Columbia River after Smith took command of her.

Respectfully yours,

"JOHN S. TYLER.

"To TIMOTHY DODD, Esq."

Then follows the extract taken from the Boston Courier, December 31, 1845, of which Mr. Joseph I. Buckingham was editor, which is the same which Mr. H. H. Bancroft republished in his History of the Pacific States:

"The above letter of General Tyler shows conclusively that the Albatross was blockaded at Oahu and never returned to Boston. Her Log-book evidently went with the ship, as General Tyler quotes all that he writes from the diary of Mr. Gale, the captain's clerk. If the Log-book of the Albatross had been in the possession of any member of the Winship family, General Tyler would have had access to it. But after that blockade all trace of the ship or her Log seems to have been lost. This publication in the Message was made 26 years ago, and as General Tyler was an old man then, he must have been dead many years as also my old friend, Timothy Dodd.

"If you have a correspondent in Boston, he may inquire of the heirs of General John S. Tyler or of the Winship families, and perhaps some further intelligence may be found.

"JAMES G. SWAN.

"To PROF. W. D. ALEXANDER."



Note.—In October, 1816, Capt. John Ebbets sold the ship Albatross of 165 tons burden, to Kamehameha I. for 400 piculs of sandal wood. The deed of sale still exists in the Government archives.

Our much esteemed correspondent, Mr. J. F. Hunnewell, has endeavored to find the diary of Mr. Wm. Gale, but so far without success.

On his first visit to the Islands in March, 1810, Capt. Winship brought Kaumualii, King of Kauai and Niihau, to Honolulu for a conference with Kamehameha I., leaving his mate, William Smith, at Kauai as a hostage. It was on this occasion that Kaumualii acknowledged Kamehameha as his feudal suzerain.

On his second visit in November, 1811, Kamehameha took passage with Captain Winship from Honolulu to Kealakekua.

W. D. ALEXANDER.

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