

PO 'OLEKA O HAWAII



PUBLISHED BY: HAWAIIAN PHILATELIC SOCIETY

P. O. Box 10115
Honolulu, Hawaii 96816

Issue No. 14

January 1979

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December 11, 1978

Fellow Stamp Collectors:

The new year, 1979, should be a year in which HPS makes great strides forward, a year of opportunity.

We have one problem - finances. But our financial problem is unique. It is not how to get the funds we need, but how to spend the funds we have to further the HPS objectives.

As the result of various past activities, including the Captain Cook cover sales of 1978, we have adequate resources to finance a variety of programs. HPS needs two things: (1) ideas and suggestions, and (2) members willing or anxious to contribute time.

In view of the cooperation that I have had since taking over as HPS president, I am confident that the needed manpower will be forthcoming. This brings me to ask for your ideas and suggestions to make an even better HPS.

Please give your suggestions to me or to other members of our new Executive Committee.

Aloha no,

MELE KALIKIMAKA
HAU'OLI MAKAHIKI HOU



Jack Crampon, President

1979

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"PO'OLEKA O HAWAII"

Editor - Mrs. Virginia May Lewis

Subscription Price: \$3.00 per year (4 issues)

Advertising Rate: \$5.00 per issue (half page)
\$10.00 per issue (full page)

Checks payable to:
HAWAIIAN PHILATELIC SOCIETY
P. O. Box 10115
Honolulu, Hawaii 96816

SOLILOQUY OF A POSTAGE STAMP

By Ernest W. Brady

I am the world's greatest traveler. I have been transported by camel, dog sled, pony express, bicycle, train, steamship, automobile, airplane, airship and rocket. On my face are the portraits of kings, presidents, queens, princes, princesses, shahs, sultans, tribal chiefs, adventurers, explorers, patriots, martyrs, inventors, pioneers, artists, musicians, architects, poets, aviators, dramatists, novelists, painters, athletes, cardinals, saints and sinners.

I picture maps of the world and parts of the world. I reveal views of strange foreign beaches, rivers, lakes, sounds, waterfalls, geysers, mountains, monuments, castles, temples and ruins of temples, missions, bridges, harbors, docks, locks, waterfronts, locomotives, balloons, rockets, zeppelins, wind-jammers and trans-Atlantic liners, native canoes and modern giant seaplanes.

I depict all manner of sports, industries, handicrafts, customs, sacred rites, ceremonies and parades, also nearly every variety of bird, animal, fish, flower, fruit and vegetable. I delineate the vanished forms of the phoenix, the griffin, the dragon, the centaur and unicorn.

The heroes and heroines of mythology pose within my borders and I frame the horrors of war, the blessings of peace, the plight of indigence, the blight of famine, the hardships of emigration and the beauty of male and female nudity. I illustrate the adventures of Don Quixote, the fairy tales of childhood, the legends, the symbols of art, commerce, peace, agriculture, industry and the coats of arms and flags of all nations.

I commemorate the wars, expeditions, inventions, voyages and discoveries, creations and constructions that make social life safe, livable and happy. I am the world's greatest picture chronicle.

Millions collect me - thousands have escaped boredom through my variety - hundreds have been saved from insanity through my fascination - yet - *I am only a postage stamp.*

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TRANSPACIFIC AIRMAIL
AND THE PLANES THAT MADE IT POSSIBLE

By L. J. Crampon

Today, virtually all first class mail arriving or departing Hawaii goes by air. No longer are airmail stamps or "Via Air Mail" labels needed on mail to the mainland.

But prior to 1935, no transpacific mail was flown. Then, during the six years prior to the entry of the United States into World War II, transpacific airmail became a reality thanks to the efforts of Pan American World Airways and three great flying boats - the Sikorsky S-42, the Martin M-130, and the Boeing B314. And only a few of these planes, these "Clippers", eleven to be exact, ever saw service on the Pacific. All carried at least some mail. (The British flying boats of this period can be ignored since, although they flew from London to such stations as Sydney and Auckland, they never ventured onto the vast Pacific.)

As an introduction to these planes a few specifications are given:

SELECTED CHARACTERISTICS OF PACIFIC FLYING BOATS

	Type of Flying Boat		
	Sikorsky S-42	Martin M-130	Boeing B314
Date of first delivery	June 1934	Oct. 1935	Jan. 1939
Number of engines	4	4	4
Span in feet	118	130	152
Length in feet	69	91	106
Cruising speed in miles/hr.	140	130	145
Cruising altitude in feet	5,000	5,000	5,000
Normal max. range in miles	750	2,400	2,400
Total number built	10	3	12
Number used on the Pacific	3	3	5



First came the Sikorskys, developed originally for Pan Am's routes on the Caribbean. But when Pan Am president, Juan Trippe, saw the S-42, he knew that with this plane he could conquer the Pacific, despite

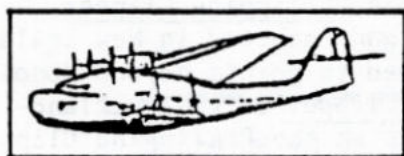
its normal range of only 750 miles. He also knew that Honolulu was 2,400 air miles from San Francisco. But the S-42's pioneered the way. The three Sikorskys used on the Pacific were as follows, identified by registration number since for some the names were changed.

NC 823 M This flying boat, originally called the West Indies Clipper, was modified for Pacific service by replacing passenger seats with needed extra fuel tanks. Renamed the Pan American Clipper it made the first survey flight from San Francisco to Honolulu and return in April 1935. Philatelic mail with cachets was carried. In June a second survey flight was made to Midway Island, and in August a third flight took it to Wake, both without mail. In October, the Pan American Clipper completed the survey flights with one to Guam with cacheted covers for both directions of the San Francisco-Guam and Honolulu-Guam legs. The NC 834 M was then returned to the Caribbean.

NC 16734 This was a later version of the Sikorsky S-42 with a greater range. Under the name of Pan American Clipper II or the Sikorsky Clipper, it was flown from San Francisco to Honolulu, and then in March and April 1937 made the first survey flight to Auckland, New Zealand, via Kingman Reef and Pago Pago. No mail was carried. The NC 16734 was then transferred to Manila and renamed the Hong Kong Clipper. It made a survey flight, without mail, from Manila to Macao and Hong Kong in April. When transpacific mail service to China was introduced later that April, the Hong Kong Clipper carried the mail beyond Manila. Thus, the cacheted covers flown on this first mail flight between Manila, Macao, and Hong Kong were carried by the Hong Kong Clipper. In December it returned

to Honolulu and was, again, renamed; this time it became the Samoa Clipper. Just before Christmas it inaugurated what Pan Am hoped would be regular service from Honolulu to Auckland although no mail was carried on the southbound flight. On the return flight that departed Auckland on January 2, 1938, cacheted mail was carried from Auckland to both Pago Pago and Honolulu but not between Pago Pago and Honolulu. On January 9, the Samoa Clipper again departed Honolulu for Auckland, having received U.S. Post Office approval the preceding day to carry mail. No covers from the Honolulu-Pago Pago leg have surfaced. On January 11, the Samoa Clipper crashed at sea shortly after takeoff from Pago Pago with the loss of plane, crew, and whatever mail might have been on board.

NC 16735 Prior to mid-1941, this flying boat was known as the Bermuda Clipper and the Alaska Clipper, the names suggesting the areas in which it served. When Pan Am extended its route beyond Manila to include Singapore as well as Hong Kong, service to Singapore and Hong Kong was reduced to every other week. To take up this slack, the NC 16735 was transferred to Manila and renamed the Hong Kong Clipper II. During November and December 1941, it was used exclusively on the Manila-Hong Kong leg. Mail was carried but no covers with cachets. On December 7, 1941, the Hong Kong Clipper II was destroyed by Japanese bombs at the Kai-tek Airport in Hong Kong.



The Martin flying boat is usually associated with Pan Am's conquest of the Pacific. It was larger and had a greater range than did the S-42. Only three of these

M-130's were built, including the famed China Clipper. The pre-war service of these three M-130's was limited to the Pacific.

NC 14716 The first of the M-130's delivered was the China Clipper despite the lower registra-

tion numbers assigned to her two sister planes. It made the inaugural mail flight of November-December 1935. Covers with official cachets are available. In April 1936, the China Clipper inaugurated service to China by carrying mail between San Francisco and Manila where the mail was transferred to the Hong Kong Clipper. Again, covers with official cachets are available. In October 1936, it carried selected newspaper men to Manila on a public relations flight that would soon lead to the inauguration of transpacific passenger service. Mail, without cachets, was carried. In January 1939, the China Clipper became the first plane to use the then new Treasure Island terminal in San Francisco Bay on a return flight from Honolulu and the Far East. Covers with privately produced or unofficial cachets were carried. At the outbreak of World War II the China Clipper was transferred from the Pacific and was lost on the Atlantic in January 1945.

NC 14715 The Philippine Clipper entered service on the Pacific in December 1935, shortly after the first flight of the China Clipper. Mail was carried but without cachets. These first flight covers are far more difficult to find than those carried on the China Clipper. In October 1936, the Philippine Clipper flew VIP guests on a pre-inaugural passenger flight to Manila. Again, mail without cachets was carried. This flight continued to Hong Kong but it is unlikely that mail was carried on this leg. Possibly the most readily available Philippine Clipper covers are those postmarked and cacheted in New Zealand in December 1937 and addressed to points beyond Honolulu. Carried by the Samoa Clipper on the Auckland-Honolulu leg, they were flown on the Philippine Clipper from Hawaii to San Francisco. On December 7, 1941, the Philippine Clipper was caught at Wake but not destroyed and was able to fly back to the mainland. During the first year of the war, the Philippine Clipper provided the only air service between San Francisco and Honolulu, but was lost when it hit a mountain in California in January 1943.

NC 14714 The Hawaii Clipper was the last of the three Martin M-130's to be built. Its first flight was made in May 1936, and covers with unofficial cachets are available. In October 1936, the Hawaii Clipper inaugurated revenue passenger service on the Pacific and, again, unofficial cacheted covers are available. On July 29, 1937, on a westbound flight from Guam, the Hawaii Clipper was lost at sea as it approached the Philippines. Mail was carried on various legs of this last flight between San Francisco, Honolulu, and Guam.



The last and largest of the American flying boats was the Boeing B-314. A total of twelve were built. Of these, the Yankee

Clipper (NC 18603), the Atlantic Clipper (NC 18604), the Dixie Clipper (NC 18605) and the Capetown Clipper (NC 18612) were flown prior to World War II by Pan Am but never on the Pacific. Three others - the Bristol (NC 18607), the Berwick (NC 18608) and the Bangor (NC 18610) - were transferred immediately after completion to the British for war use. The remaining five saw service on the Pacific.

NC 18602 The first B-314 to fly on the Pacific was this plane, then referred to as "02". On this early flight in March 1939, mail was carried. Some covers with unofficial cachets are available for selected legs of the flight. On April 25, it was christened the California Clipper. With the new B-314's, Pan Am again considered the extension to New Zealand, this time via Canton Island and Noumea, New Caledonia. In August, the California Clipper made the survey of this route. Some philatelic mail may have been carried; Canton Island to Honolulu covers exist. In July 1940, the California Clipper inaugurated mail service on this route and, at the same time, began serving Los Angeles as well as San Francisco. Covers with cachets are available for all legs of this flight. In August, it carried newspaper men, as guests

of Pan Am, on a public relations flight as a prelude to revenue passenger service. In May 1941, the California Clipper made the first flight on the extension from Manila to Singapore. Having been given little or no advance notice of the approval of this route, Pan Am prepared covers for collectors with unofficial cachets. A small number of covers were prepared in Manila and carry an official Philippine cachet. December 7, 1941 found this plane in San Francisco; within two weeks it had been transferred to the Army and left the Pacific.

NC 18601 Although having a lower registration number the Honolulu Clipper was christened on the day after the christening of the California Clipper. It followed the California Clipper directly into transpacific service. In November 1939, it made a proving flight on the new route to Auckland. Inactive on December 7, 1941, it was transferred to the Navy but returned in 1943 to provide regular service between San Francisco and Honolulu. On November 3, 1945, the Honolulu Clipper was forced to land on the open sea, but passengers and crew were rescued by an aircraft carrier. In an attempt to save the Clipper, it was badly damaged and sank. Mail flown on the Honolulu Clipper is available but without cachets and can be identified only by postmarks and/or backstamp dates. Since it was the only plane serving the San Francisco-Honolulu leg between January 21, 1943 and November 3, 1945, identification is not difficult.

NC 18606 The third Boeing flying boat to enter the Pacific service was the American Clipper. Christened in San Pedro in July 1939, it was soon put into active service. In September 1940, the American Clipper inaugurated revenue passenger service between Honolulu and Auckland. Mail was carried but lacked cachets. With the entry of the United States into World War II, the American Clipper was transferred to the Army. However, following the loss of the Honolulu Clipper in November 1945, the American Clipper was returned to the San Francisco-Honolulu run. The American

Clipper was the last of the great flying boats on the Pacific. When it landed on San Francisco Bay on April 9, 1946, the era of the flying boats on the Pacific came to an end.

NC 18609 For the first several weeks of its Pacific service, this plane was known only as "09". However, before it inaugurated revenue passenger service on the Singapore extension in May 1941, it was known as the Pacific Clipper. On the Singapore flight, mail - but no cachets - was carried. It did, however, carry covers with cachets when Fiji was added to the Honolulu-Canton Island-Noumea-Auckland flight in November 1941. At the same time, covers were serviced in San Pedro as well as Los Angeles. On December 2, the Pacific Clipper departed San Francisco on what was to be another routine flight to Auckland. As it was about to leave Noumea, news of the Japanese attack on Pearl Harbor was received, but the plane continued to New Zealand. From there it continued to New York via Australia, Indonesia, India, Africa and Brazil. After 35 days and 31,500 miles, it had made it from San Francisco to New York. The Pacific Clipper was immediately transferred to the Navy.

NC 18611 The last of the flying boats to enter the Pacific service was the Anzac Clipper. Although it made several prewar crossings of the Pacific during 1941 on which mail was carried, it made no historic flights and flew no officially cacheted covers. On December 7, when one hour out from Pearl Harbor, word was received of the attack. It landed at Hilo and from Hilo, returned to San Francisco to be transferred to the Army. Mail service on the Pacific by the Anzac Clipper was limited to a few months in 1941 and can be identified only by postmark and/or backstamp dates.

Covers carried on the China Clipper, California Clipper and Pacific Clipper are relatively easy to find with the exception of a few legs. Likewise, covers flown on the Pan American Clipper, Hong Kong Clipper I,

Samoa Clipper, Hawaii Clipper, Philippine Clipper, and Honolulu Clipper can, with some digging, be obtained. Those flown on the Hong Kong Clipper II and the Anzac Clipper provide a challenge.

For the topical collector, the S-42, the M-130, and the B-314 all have been pictured on stamps. The Sikorsky appears on five airmails from the Canal Zone, C16-C20, and also on Samoa C5. The Martin appears on the transpacific airmails of the United States, C20-C22, and is the plane pictured on the surcharge used on Philippines C52 and C53. Two 1975 Philippine stamps also show the M-130 along with a B-747. It is also the plane that appears on Dominican Republic C32 although the M-130 never flew the Caribbean. A B-314 can be seen on Philippines C59-C60 and the various wartime overprints of these stamps, N10, N11, N35, N36, and N07.

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WHY DO WE COLLECT STAMPS ??

The following is taken from the November 5, 1932 issue of "Stamp Collecting" published by Robson Lowe, Ltd., London, England:

"Stamp collecting has a universal appeal to all temperaments - it provides romance for the romantic, a vast field of study for the student, faithful companionship for the lonely....and I would add 'tantalising heart-burn' for the investor, undying hope and eternal disappointment to the speculator".

The man who says that stamp collecting is an investment either knowingly lies or unwittingly admits his ignorance. An American truly wrote, "If one makes any allowance for the interest on capital outlayed, stamp collecting is definitely not an investment, nor is any other hobby....but stamp collecting has the greatest salvage value....".

* * * * *

WHO WAS LT. FERDINAND ZEPPELIN?

By Lloyd H. Flickinger

In 1863, Lt. Zeppelin was a Cavalry Officer in the Imperial German Army. At that time he was 25 years old.

During this period, the German Army sent selected officers to America to observe the training and combat methods of the Army during the Civil War. Lt. Zeppelin was sent to Ft. Snelling, Minnesota.

While at Ft. Snelling, he conducted some experiments with balloons. Most of his experiments were conducted in the year 1863.

The military tailor sewed up the first balloon, and Lt. Zeppelin placed in it as much gas as the Gas Company in St. Paul would sell him. Due to the insufficient gas and the great number of leaks, the flight was very short.

In later years, Lt. Zeppelin became Count Zeppelin after he developed the lighter-than-air craft that was ultimately named after him. The Lieutenant had, in the meantime, been promoted to General. He died in 1917.

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ADVICE TO BEGINNERS:

"Pick a special field of collecting, study it carefully, know what you are doing before you buy -- and start small."

WASHINGTON ISLAND HAS A POST OFFICE

By Sherman Lee Pompey

Washington Island has a post office with date stamp.

Since Clyde Carriker had stated in one of his columns regarding Fanning and Washington Islands several years ago that covers from Washington Island were hard to identify, I submitted a cover to Washington to be autographed by the Plantation Manager and returned.

When it came back, there was a purple Washington Island datestamp from the new "The Gilbert Islands" administration, the same type as used by Fanning Island. It was posted 17 May 1976 at Washington Island as a registered airmail cover, and backstamped at Fanning on 21 July 1976 - two months and four days later. It is seventy-five miles between the two islands.

As an airmail cover, it was received at Salt Lake City, Utah, on 9 September 1976 and forwarded to Springfield, Oregon, where I received it 11 September 1976. Although there were no foreign registry markings on it, the Springfield post office treated it as registered mail, and I had to sign for it.

* * * * *

In 1941, Liberia issued a 50-cent stamp to commemorate the first direct airmail flight between it and the United States. The flight, scheduled for 1941, did not take place until 1942, and apparently, all but eight unused copies of the stamp had "1941" barred out. One barless stamp is valued at about \$1,000.

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A NINETEENTH-CENTURY RUSSIAN POSTAL CARD TO HONOLULU

By Dale P. Cruikshank

An interesting postal card sent from the Baltic Sea port Libava (Libau, now Liepaja) to Honolulu in 1891 recently turned up in a collection of correspondence received in the islands in the late nineteenth and early twentieth centuries. Libava in Latvia was included in the Russian Empire as it is now within the Soviet Union, and used Russian postal stationery and stamps.

The postal card, shown in Figure 1, is a 4-kopek card of the 1889 (red) issue. It was first cancelled on a railroad postal wagon on 26 July 1891. This date is in the "Old Style" calendar then in use in Russia; the real date was 7 August 1891. The postal wagon CDS reads ПОЧТОВЫЙ ВАГОН № 46

with a number 2. This means that the card was handled on a postal wagon on route 46 from Libava to Minsk, while the number 2 is the serial number of the cancellation device. Andrew Cronin, a well-known Russian philatelist in Canada, suggests that the card went overland to a French port, though Libava was at that time an important port itself. One might have expected the card to go to nearby Riga, but it apparently went inland to Minsk instead.

The card, written in old style German, is addressed to Mr. Schafer in Honolulu, Sandwich Inseln (German for Islands), but the sender thought that the Sandwich Islands were postally served by Australia, for the last line of address is Australia, written in Russian. In fact, the word Australia is written in an unusual form with the old orthography, and appears as АУСТРАЛІЯ. In modern Russian (since the 1917 revolution), the word is written АВСТРАЛИЯ.

The hand-written address thus contains words in English, German, Hawaiian, and Russian. The word Australia is partially crossed out with a blue pencil line, and the card obviously took the correct route to Hawaii. A New York foreign transit cancellation of 19 August, and a San Francisco cancellation of 24 August indicate that the card travelled across North America and was then dispatched by ship to Hawaii. The message side of the card has a very faint marking that appears to be a Honolulu receipt mark, but it is illegible and the date cannot be determined.

Has anyone else seen mail to Hawaii from the Russian Empire?



Figure 1

* * * * *

PRINCESS KINAU AND HER FAMILY

By Charles C. Gill, M.D., F.R.P.S.(Lon.)

Our story is about a princess. She was alive in the sailing ship days, her home on a faraway Pacific Island. It wasn't just one island, it was a series of them. Her father, a king of one of the islands, a great military man, conquered the kings on all of that group of islands, and for the first time in Polynesian history one king reigned over all. These tropical places were known in the early days as the Sandwich Islands, named in honor of the Earl of Sandwich.

Our lady was Princess Kinau, daughter of King Kamehameha I. She was half-sister of Kamehameha II and Kamehameha III (see Scott photos A4 and A5), while her two sons became Kamehameha IV (see Scott photo A13) and Kamehameha V (see Scott photos A14 and A15), the entire line of rulers in that family. She served as Prime Minister during part of the reign of her brother Kamehameha III. Her husband was the Honorable Mataio Kekuanaoa (see Scott photo A16).

Our princess did not have her portrait on any of the stamps of the Kingdom of Hawaii. Their stamps showed her husband, one brother, both of her sons and her daughter, Princess Victoria Kamamalu (see Scott photo A12). We do not know the date of the birth of Princess Kinau, nor her marriage, her death, nor how many years she lived. But all of her years were filled with great events in her land, perhaps the greatest advancement of civilization in 30 or 40 years ever known.

Kamehameha I died in 1819, the year before the first American missionaries arrived from New England. A young son, Liholiho, became the ruler, Kamehameha II, the boy king. Since he was too young to assume control Princess Kaahumanu, one of the senior wives of

Kamehameha I, acted as Regent, and was in fact the ruler. A trip to England was arranged for some of the royal family. Among those who accompanied Kamehameha II and his wife were Princess Kinau and the Honorable Mataio Kekuanaoa, later her husband.

Sailing ships in those days usually took one of three routes from Hawaii to the West Coast of South America, going to San Francisco, to the west coast of Mexico or directly to Panama. Then followed the long voyage south to Cape Horn, the dangerous passage through the cold, stormy Straits of Magellan, and northward along the east coast of South America, and on to the British Isles. Such a sailing trip took four to five months and passengers had to be very rugged to stand the hardships.

With many of us measles is a mild disease, but to natives of lands coming in contact with it the first time, their lack of immunity makes it deadly. These Hawaiian people developed measles while in England, serious for all of them, fatal to the king and queen. Kamehameha II died in London on July 14, 1824 and his queen died a few days later. Near the end of that year the sorrowing group returned to Honolulu, bringing along the bodies of their rulers.

Another son of Kamehameha I, Kauikeaouli, became the next ruler in 1824 at the age of 11 years. I am not sure whether he was a full brother or a half brother of the one who just died in England. As was the custom in that land, a man could have more than one wife, and the ruler usually had several at the same time.

Princess Kinau and her husband Mataio had several children. Their son Lot Kamehameha was born in 1830, Alexander Liholiho in 1834 but we do not know the date of birth of their daughter Princess Victoria Kamamalu, or that of a son who died in his youth. Kamehameha III ruled for 30 years. During that time

his people had a written language devised for them; they learned to read and write; they adopted a written constitution in 1842; they sent missionaries from Hawaii to Oregon and supplied them with the first printing press on the Pacific Coast; the Russian colonies were discontinued; Hawaii was forcefully occupied for a while by the English and the French; Hawaii became recognized as a sovereign country; they issued coins; were the eighth nation to issue postage stamps (their famous Missionary Stamps are among the world's great treasures); and they became the breadbasket for California's gold-rush thousands. No other nation has ever had such a remarkable transformation in so few years.

Princess Kinau was Prime Minister of Hawaii for part of the reign of Kamehameha III. According to Hawaiian custom the king could select his successor. We have no information about any children of Kamehameha III, but suspect that he had none, because he selected the younger son of Princess Kinau, Alexander, to succeed him to the throne. Alexander, at the age of 20, became Kamehameha IV early in 1855 and reigned for eight years. During this time Hawaii established relations with many more countries of the world. The sugar industry became quite a factor in Hawaii's economy. There were additional attempts to become annexed by the United States. Again, we know little about the family of Kamehameha IV, but suspect that either he had no children or his children were very young, because he selected his older brother, Lot, to succeed him to the throne. Alexander, the younger brother, died in 1863 and Lot became Kamehameha V. Important to the future of Hawaii and the United States was the negotiation which finally led to the leasing of Pearl Harbor to the United States as a Naval Base. Lot wanted to appoint his sister Princess Victoria to follow him as the ruler, but she refused this. When Lot, or Kamehameha V, died, he did not have any successor appointed, so the assembly of Hawaiian chiefs elected their next king.

Princess Kinau's husband, the Honorable Mataio Kekuanaoa, served Hawaii in many very important duties. He was the custodian of the king's spittoon. We may laugh at this as strange, but the Polynesians had the idea that the spit of the king had magical properties, that if anyone could obtain some of it, many feats of magic could be done, spells cast over people, enemies might be conquered or people held under subjugation. Hence it was important for someone to be around to catch the king's spit in a container so that no other person could get it. Then at night any spit was buried or destroyed by the custodian who secretly disappeared for a while from the sight and knowledge of all of the others. As Christian ideas and practices replaced the native religion, taboos and customs, this belief faded.

Mataio became the governor of the island of Oahu, a most important assignment, next in importance to that of the king. We have a letter sent from Honolulu in 1823 - though the name given was Honoruru. Since Honolulu had become the capital of the nation, and its largest city and busy seaport, the governor of that island would naturally have a great deal to do with commerce, with visitors from other lands, with local institutions and in control of natives of that island. In 1857 he was Chamberlain of the Kingdom, then in 1863 and 1864 he was Prime Minister for his son. This was a strange relationship, for a father of great importance to be the assistant of his more important son. Mataio died in 1868.

Thus, Princess Kinau has a most unusual place in the life of early Hawaii, during the years in which Hawaii became a civilized Christian nation.

(Note: Scott references added by Editor)

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