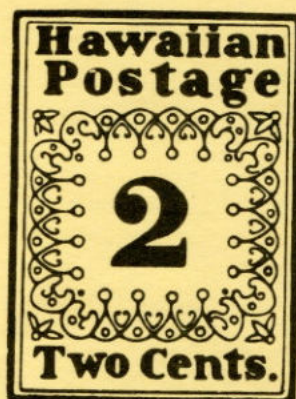


PO 'OLEKA O HAWAII



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Members and Friends:

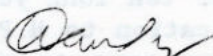
Mrs. Virginia May Lewis has passed editorship of the PO'OLEKA O HAWAII to me. To become editor of a philatelic periodical was not one of my great ambitions, but it is a welcome duty which I hope to fulfill with the same high standard. From October 1975, when the first issue appeared, Mrs. Virginia Lewis was co-editor with Mr. Ferd Brown. After his demise in August 1977, she inherited the entire job of editor while also serving as H.P.S. Secretary, both arduous tasks which she fulfilled to everyone's satisfaction. During her many years of dedication and tireless service, Mrs. Lewis worked behind the scenes making posters for our annual show and spent many countless hours at the H.P.S. table distributing literature and membership application forms to visitors and guests. We have missed her aloha spirit at board meetings and monthly regular meetings during the past year. But, after ten long years and more of selfless loyalty and dedication to H.P.S. programs Mrs. Lewis handed those duties over to others that they may share in those labors. It is time now to honor Mrs. Lewis by expressing our sincere appreciation for her outstanding loyalty and hard work, much of which has not been recognized by the membership. Thank you, Virginia, for a job well done!

Continuing the 1975 commitment of encouraging and inspiring fellow H.P.S. members to contribute items and articles for this journal, we strive to remain responsive to membership interests and information needs not found in other philatelic journals. However, one person, particularly an inexperienced mind-reader, can not be expected to achieve total satisfaction in every issue in such a small journal. Your input is required at an early date to permit programming of material in future editions. Also, one person should not be permitted to dominate an entire issue. Since 1975, many collecting interests have changed and it would be a move in the right direction to drop a card with those changes and ideas for new articles desired for your journal to me. While writing, enclose those research articles and short papers on your

special field of expertise. Your journal has plenty of room for expansion and improvement. Someone else may surprise you with "the rest of the story", like Paul Harvey says. It will also help others to learn about different collecting areas.

Meanwhile, research continues on updating the "Postal History of Hawaii" book for the Philatelic Foundation, the Meyer-Harris 1948 study. The publication date appears to be at least a couple of years off. A veritable treasure trove of unpublished Hawaiian postal history, new facts and data swell the 1948 version to a potential two or three volume edition. A section of color plates has been considered, though it will raise the price. Expect it to have the same appearance as the recent book edited by Richard B. Graham in 1985, "Bakers's U. S. Classics", a beautiful edition welcome in any library.

Aloha,


Randall E. Burt

GENUINE HAWAIIANA

Just out! Our list #6 (Spring 1987) of unique and interesting Hawaiiana, including stamps, covers, old letters, documents, wood carvings, Hawaiian sheet music, photographs, maps, miscellaneous ephemeral, original art work, books and periodicals. Rush \$1 for copy to:

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HAWAII'S STAMPS WERE KEPT IN THE NEW VAULT

by Randall E. Burt

Most of us were not in Honolulu in November 1894 to enjoy a guided tour of the Executive Building when the government's new vault was installed near Minister of Finance S.M. Damon's office. So, we must return vicariously to that period and join Registrar W.G. Ashley on one of those tours as he proudly described for visitors the Treasury department's new vault.

Registrar Ashley kept a diagram inside the door to locate more rapidly the various securities stored inside. Of course the gold and silver coins and those huge packages of old Hawaiian stamps and boxes of envelopes and post cards are long gone, but reflections about their history still spark our imaginations. Our story begins in late March with a description of the safe specifications written into the contract for which bids were solicited and received.

Among the three bidders was Diebol Safe and Lock Company of Canton, Ohio who was awarded the \$2,350 contract, represented in Honolulu by Mr. T.W. Hobron. The burglar-proof vault for the Finance office, the first of its kind in Honolulu, was to be "placed in the small room on the right-hand side of the entrance leading into the office of the Minister of Finance". The vault was to measure "6 feet 8 inches wide, 6 feet 2 inches deep and 12 feet high", a peculiar size dictated by the shape of the existing small room planned for it. Welded 1/2-inch, 5-ply iron and steel lining would be used, along with inner and outer doors. A four-tumbler combination lock would secure the outer double door and the 1-inch inside door. Four plates of chrome and bessemer steel composed the larger outer door which measured 3 feet 4 inches wide by 7 feet 6 inches high. An automatic locking device would control a three-movement time-lock for the massive bolt-work. A patent-locking device would eliminate the need for any aperture or opening through

the door, a solid, two-inch thick sheet of steel. With the door closed and the pressure gear applied, the tenons and grooves on the door would be forced tightly into matching spaces on the vestibule to make an air-tight fit. Felt packing lined the grooves to prevent introduction of liquid or other explosives.

The October 31, 1894 Pacific Commercial Advertiser reported that "the new vault in Mr. Damon's department at the capital building was finished early yesterday morning". Registrar of Public Accounts W.G. Ashley immediately began to supervise the transfer of money across the street in wagons.

Three trips with a large platform dray were needed to carry almost \$500,000 in coins across the wide street from the third floor tax office in the Judiciary building to the Executive building, formerly the Palace. The nearly \$200,000 in gold coins was taken over first and placed in a fine, heavy safe inside the large vault. The \$300,000 in silver coins was piled on shelves in the vault. Quite a crowd gathered in the street to watch as Lieutenant Burgett and his guards escorted the loads back and forth.

The reporter observed that the beautiful new vault, selected by the Minister of Finance, "has a time-lock and opened itself yesterday morning with a sound like the report of a pistol". Twenty 1 and 1/2 inch bolts secured the first door while sixteen 1 and 1/4 inch bolts held the second. Heavy iron and concrete work reinforced the foundation below the vault.

On November 28, 1894, the same reporter followed up on the story, noting that the new vault was "filled with gold and silver coin, stamps and post cards". His concluding article mentioned Ashley's guided tours for visitors, something for Honolulu.

"Nearly everyone visiting the capital building these days asks to look into the new vault in the treasury department. W.G. Ashley is a very obliging exhibitor and gives a description equal

to the lecture of a panorama man. The gold is in a heavy steel safe within the vault and is not displayed ordinarily. The silver is stacked on the sides. On shelves are arranged for storage of post cards and stamps. There is diagram of the vault so that anything desired can be secured at once. The time lock interests everybody and all admire the great strongbox. It looks as though it would resist even dynamite. Nearly all the callers are anxious to see the piles of money and are at once interested in the cash of special depositors and the new pieces that shine with the Hawaiian seal and the national motto.

From April 1886 the bulk of Hawaii's postage stamp stock was stored in the Registrar of Public Accounts' tax office safe, kept separate from the adhesive revenue stamps, blank government bonds, blank non-adhesive revenue stamped paper and those government dies of the Public Stamp and the numeral STAMP DUTY dies. When the Post Master General wanted a package of stamps or a box of envelopes or post cards, he had to complete a requisition and sign it before the Registrar would open the vault and issue the postal items to him or his clerk.

* * * * *

TWENTY DOLLARS FOR A STAMP

(Pacific Commercial Advertiser August 24, 1893)

It is reported that an old Hawaiian 2 cent numeral stamp has been sold lately for \$20,000. It is also reported that \$1,000 has been offered to a gentleman here for a perfect set of the first Hawaiian numerals issued in 1850 or '51 now in his possession - the variety bearing the fringed border. The set comprises the two cent, five cent, and two of the thirteen cent. The latter differ from each other, one having "U.S. and H.I." at the top. These last are very rare and highly prized by stamp collectors.

THE FABULOUS FERRARY

by Gustav Detjen, Jr.

(Adapted from the September 1967 issue of the Arizona Philatelist)

During Ferrary's many years of collecting stamps, this eccentric Frenchman purchased many outstanding complete collections, including those of other famous philatelists such as Baron Nathan Rothschild of Paris, Judge F.A. Philbrick of London and Sir Daniel Cooper, Governor of New South Wales. When Ferrary bought the Philbrick collection in 1881 for \$40,000, a N.Y.C. editor was reported to have said that "a crazy Frenchman paid an Englishman \$40,000 for a collection of old cancelled postage stamps". From that time, public opinion and that of newspaper editors began to give more respect to the value of old cancelled postage stamps than before.

When Ferrary died at age 67 in Lausanne, Switzerland on May 20, 1917, the French government dishonored Ferrary's will which bequeathed his enormous stamp collection to the German Philatelic Museum in Berlin since France was at war with Germany. The French government appointed the recognized stamp expert and Paris stamp dealer Gerard Gilbert to auction the collection. Fourteen sales in 39 days, conducted from June 1921 to November 1925, realized almost eight million dollars. Record prices were obtained for some of the world's rarest stamps during those sales. A sampling of some of the items are listed below.

British Guiana, 1850 pale rose	
2 cent pair	\$21,000
Hawaiian Islands, 1851 blue,	
2 cent	16,000
Mauritius, 1847, dark blue,	
2 pence	9,500
Mauritius, 1847, orange,	
1 penny	8,500

Baden, 1851, blue green, 9 kreuzer	7,500
France, 1849, green, 15 centimes tete-beche pair	3,500
France, 1849, Vervelle, 1 franc, tete-beche block	11,000
U.S. Postmaster's, Boscawen, N.H., dull blue, 5 cent (unique)	11,000
U.S. Postmaster's, Lockport, N.Y., red & black, 5 cent (unique)	<u>7,500</u>
Total	\$97,500

Catalog value in 1967 totalled \$250,000. Ferrary was truly a fabulous collector and will be remembered among the world's greatest collectors.

* * * * *

MEXICO'S MAIL TRANSPORTATION MODES DEPICTED ON STAMPS

(Pacific Commercial Advertiser May 14, 1894)

Expected in September 1894 from the government engravers was a new series of postage stamps, the first pictorial series to be issued by Mexico. Denominations of 1, 2, 4, 5, and 10 cents were to reproduce cleverly executed drawings which presented "the motive power of man, burro, stage, and steam train", thereby representing the various stages of Mexican mail transportation for stamp collectors.

* * * * *

SOME INTERESTING FACTS

United States adhesive postage stamps were first issued under act of March 3, 1847, and placed on sale at New York, N. Y. on July 1, 1847.

Books of stamps were first issued on April 16, 1900.

Coils of stamps were first issued on February 18, 1908.

T. G. THRUM'S STAMP COLLECTION

by Randall E. Burt

(The following article is derived from a January 24, 1899 Pacific Commercial Advertiser article which was developed from a personal interview with Mr. T. G. Thrum shortly after Charles R. Bishop bought Thrum's stamp collection for a undisclosed amount and presented it to the Bishop Museum.)

Mr. Thrum gave this reason for selling his collection.

"For twenty-seven years I have been gathering my collection of stamps and it is with a good deal of reluctance that I part with it", said T.G. Thrum last evening. "I am reconciled considerably in having the collection pass into the custody of the Bishop Museum. Here I know it will be well taken care of".

His collection, at the time of acquisition, was compared with that held by the British Museum, and was said to have no rival in the world. "It is full and complete in all the various series of type printed, lithographed and engraved postage stamps, postal cards, stamped envelopes and revenues, except the pen written 5 on red 13 cent engraved stamp and perhaps some few in varieties of shade, or texture of paper, as to laid or wove in some issues". The collection still contains an impressive number of varieties and rare error stamps, including imperforate and part perforate issues.

Dr. C.H. Wetmore of Hilo, is credited with establishing authenticity for the manuscript numeral 5 on the red 13 cent stamp, which stamp collectors refused to recognize for many years. Dr. Wetmore wrote a letter in which he traced the stamp and proved its genuineness which thereby gained it the much deserved recognition. The writer noted that Charles Hustace has this letter in his possession now.

In developing his collection, Mr. Thrum completed the Provisional Government series by securing the two stamps without the period. The appearance of the brown 10 cent with red surcharge, enriched the series. There was but one sheet of this stamp, the existence of which is known to but a few collectors.

Mr. Thrum then mentioned the 1870 6 cent green bank note, imperforate, a remarkable and valuable stamp. This issue was run off in the 70's during the regime of S.G. Wilder as Minister of the Interior and Mr. (A.P.) Brickwood as Postmaster General. The 6 cent green issue had been ordered perforated and when a few unperforated stamps of the same issue put in an appearance, Postmaster Brickwood immediately instituted an investigation. He was confident that a forgery had been committed. A diligent search revealed the fact that an unperforated sheet had gotten into the issue in some manner, and that it had been sent out by Mr. Brickwood to the Postmaster at Honokaa, Hawaii. The broken sheet was sent back to Mr. Brickwood, who divided the stamps among the collectors gathering stamps in Honolulu at the time.

He noted that the partly perforated 2 cent violet Liliuokalani and 5 cent pale blue King kamehameha III stamps are very important stamps in the collection. His last addition to complete the collection before it was turned over was the long looked for plain bordered 2 cent blue numeral stamp.

During the 27 years of putting this collection together Mr. Thrum was said to be intolerant of minor varieties and specimens which are crooked or double printed, especially in this Provisional Government series. Mr. Thrum says he has had too much experience in the line to pay high tribute to botch press work. Hence their absence from his album.

It was noted that some Honolulu collectors were pinning their faith in stamps which have the horizontal and vertical lines. Thrum positively refused to recognize the validity of these stamps, insisting that

the reason that all the stamps have not the vertical lines, is because the pressman has fed the paper upside down, making the horizontal lines.

Stamped on the title page as the "T.G. Thrum Collection", it is neatly bound into an album. S.M. Damon is credited with negotiating the stamp collection purchase with Mr. Thrum on behalf of Charles R. Bishop, who made the presentation to the Bishop Museum.

The writer noted that Stanley Gibbons was said to have once offered \$2700 for a single stamp of the collection which Mr. Thrum had "spared neither effort nor expense to develop and complete".

* * * * *

SOMETHING ABOUT STAMPS

(Pacific Commercial Advertiser, February 28, 1894)

(The following is taken from an exchange and it will be read with interest by local stamp collectors.)

A Valuable Collection Owned by Baron Rothschild

As high as \$1,000 has been paid for a single postage stamp. The greatest collection in the world is owned by the multi-millionaire Ferrary, and is well worth \$500,000 - that is to say, it would bring that amount at auction tomorrow. The collection of Baron Rothschild has been appraised at \$200,000. These and one other in possession of an English millionaire named Tapling are the three great collections of the world. It cannot be said that money spent in this way is unproductive, inasmuch as stamps are continually increasing in value. Rare stamps have doubled in value in the last eight years. There are at present about 1,000 stamp merchants in the United States doing business on a capital of all the way from \$100 to \$100,000.

ENGLAND'S POSTAL PAST

(An interesting article in the Pacific Commercial Advertiser of August 10, 1897 highlights sixty years of postal history in Great Britain. It is reprinted for our British postal history members.)

Old Postage Usages

England's Mail Service Sixty Years Ago

When Queen Victoria ascended the throne, says the Forthnightly Review, there were no telegraphs in this country and few railways. The mails were forwarded by coach, and the postage rates were to all but the well-to-do prohibitive. It cost from 4d to 1s 8d to send a "single" letter under one ounce in weight from one part of the kingdom to another. There were some 40 charges, varying according to distance, the average rate being 9d, or half the day's wage of a laborer. A "single" letter meant a single piece of paper (adhesive envelopes had not been invented), and the addition of a second scrap of paper made the letter a "double" one. The postage was paid on delivery by the recipient; and as no credit was given, the incursion of a postman into a poor neighborhood was watched on all sides with fear rather than hope.

Coleridge, the poet, saw a poor woman declining to accept a letter on the score of inability to pay. The good-natured bard (doubtless with some difficulty) found the required ninepence, despite the woman's remonstrances. When the postman had gone away she showed Coleridge that the letter was but a blank sheet of paper. Her brother has arranged to send her at intervals such a sheet, addressed in a certain fashion, as evidence that all was well with him, and she as regularly, after inspecting the address, refused to accept it. Some humorist, on one occasion, sent out large numbers of letters, each on a sheet as large as a tablecloth, all of which had to be delivered as "single" missives.

This system practically stifled written intercourse among the working class, but the rich and highly placed entirely escaped postal taxation. The privilege of franking covered the correspondence not only of Ministers, Peers, and members of Parliament, but of their relatives, friends, and acquaintances. While in one year early in the Queen's reign no less than 7,400,000 letters were franked, a single London firm paid 11,000 Pounds for postage, and a writer in "The Quarterly" referred flippantly to "so slight and rare an incident in a laborer's life as the receipt of a letter". Among the "packets" franked was a grand piano. An army of clerks was employed to fix the charges to be collected, and the postal revenue remained stationery between 1815 and 1835, while the population increased from 19,500,000 to 25,600,000.

Moved by this state of things, Parliament in 1839 adopted Rowland Hill's proposal of uniform, inland penny postage, which came into operation on January 10, 1840. The writer possesses a copy of The Quarterly Review of 1839, in which a contributor (believed to be Croker) fiercely denounces the scheme. He says, "Will the clerks write only to their fathers and girls to their mothers? Will not letters of romance or love, intrigue or mischief, increase in at least equal proportions? We doubt whether social and domestic correspondence will be more than doubled. A gigantic exemplification of the old proverb - Penny wise and pound foolish, etc."

Macaulay says that the penny post, when first established, was the object of violent invective, as a manifest contrivance of the Pope to enslave the souls of Englishmen. It was described as "sedition made easy". The postal authorities, who in 1784 had opposed the institution of mail coaches, were implacable enemies of penny postage. The Postmaster General of 1839, Lord Lichfield, based his objections on the curious ground that the St. Martin's-le-Grand building would not be large enough. The Secretary, Colonel Maberly, constantly repeated, "This plan we know will fail".

As we know, it succeeded, and the penny rate has been generally adopted in Europe, as well as in the United States. The number of letters rose from 80,000,000 in 1837 to 299,000,000 in 1847, and for the year ending on March 31, 1897, they must be about 1,900,000,000. The postal surplus was in 1839 1,659,510 pounds, and 1896-97 3,632,133 pounds. the number of letters which was in 1837 about 3 per head and in 1854, 15 per head, is now 77 per head.

* * * * *

COIL STAMPS WITH PLATE NUMBERS

by Ed Tupper

A new stamp collecting area opened up in 1981. At that time, the U.S.P.S. started to print a plate number on the face of one stamp on each coil of the plates. This has created a constant variety. Stamps that are printed on the Cottrell presses have the number to the left of the line at the plate joint. All other coils are printed on presses that have the plates in full cylinders and do not have the line, so there is a plate number on each coil which is printed once per revolution of the plate. The Bureau of Engraving and Printing announced in 1985 that the Cottrell presses are no longer being used, and that there will not be any more coil "line pairs".

The stamps from the Cottrell press are usually collected as strips of five with the plate number in the center, or as strips of four with the line in the center of the strip. All other coil strips are collected as strips of three or five stamps with the plate number on the center stamp.

The one thought that comes to mind when collecting these stamps with plate numbers is that you should attempt to get all of the plate numbers while the U.S.P.S. is still selling them. This entails some work, but the spirit of the chase is half the fun.

FOREIGN OFFICE POSTAGE STAMP and CUSTOMS REVENUE STAMP

(Pacific Commercial Advertiser October 8, 1896)

The last steamer from the coast brought to the Finance Department sample proofs of the new stamps for which the American Bank Note Company has been given the contract.

The accepted proofs received yesterday were for the special Foreign Office postage stamps and the Customs Revenue stamp; also, a most excellent print of an engraving of the Great Seal of the Republic to be stamped on the back of the new paper certificates.

The special Foreign Office postage stamp is a new departure, designed to give more distinction to Foreign Office matters. The denominations will be one, two, five, six, and twenty cents, each in a different color. The five-cent sample forwarded by Registrar Ashley is a brown. Major G. C. Potter is responsible for the design and a very acceptable one it is. In the center is the usual medallion bearing the photo of Ex-Minister Lorrin A. Thurston.

The Customs Revenue stamp bears the picture of Kamehameha I and is withal a very attractive design. The denomination is \$1, and it will be used instead of the impression hand stamp now in vogue.

The new treasury notes were mentioned briefly, indicating the silver certificates "...will be of a green tint and that the gold certificate brown".

The Great Seal of the Republic was placed on the back.

* * * * *

EARLY BRITISH AIR MAIL

The idea of sending letters by air was well in advance of aeronautical invention. Letters had been carried in balloons across the English Channel in the eighteenth and nineteenth centuries

The first official British acceptance of mail for transmission by air was advertised by the Postmaster General in 1870. Paris at that time was besieged by the Prussians, and the mail was to fly by pigeon post from Tours into the beleaguered city. At Tours, the messages were reproduced in quantity by microphotography before being handed over to the pigeons who risked their lives by flying over German lines.

In Britain, the first air mail operation to be recognized by the Government ran from September 9th to the 26th, 1911 flying mail in each direction between London and Windsor. The cards that were carried bore the wording: "Coronation A.D. 1911. First U.K. aerial post by sanction of H.M. Postmaster General", together with a drawing of a biplane over Windsor Castle. During that period, more than 25,000 letters and 90,000 postcards were carried.

Counting the Windsor flights as part of a pageant, and ignoring the special carriage of Forces mail the First World War, we come to the first British regular air mail service. It was not an internal service within Britain. Aviation was not developing along those lines. It was on November 10, 1919, that the G.P.O. and the French Post Office granted Aircraft transport and Travel a six months' monopoly for the carriage of official air mail between London and Paris. There was a ceremony the next day when the first air mail pennant as attached to the rudder of the DH4A aeroplane which left Hounslow, England, with eight bags of mail destined for Paris.

The British Post Office was not slow in taking to the air. Aircraft Transport and travel had been flying a scheduled service for less than three months when they

were awarded their mail contract, receiving two schillings out of the surcharge on every letter. in the development of air mail, the Post Office claimed that they were not seeking to make any profit. The revenue from the surcharge had to be sufficient only to pay the air conveyance charges. These were fixed in terms of weight and distance to each port of call.

In March 1921, a conference held in Cairo decided on an air route to Britain's far-flung Empire, to be used primarily for mail and communications. Survey flights were made by the R.A.F. to lay out the desert route to the Middle East. Surface transport from London to Baghdad took anywhere from 25 to 32 days; air mail took 12 to 14 days - a big improvement.

The use of microphotography introduced the British public to air mail during the Franco-Prussian War. The Second World War brought back microphotography in the form of airgraphs. The process was to reduce the mail to micro film so that a single roll of film would contain 1,700 letter pages weighing only a hundredth of the original 1,700 pages.

This multiplied the mail capacity of any given aircraft by approximately one hundred times, though, of course, it broke the cherished principle of privacy in correspondence and was quite arbitrary in its restriction of length - consideration which might be irksome in times of peace but which were acceptable to a world at ware, as they had been to the beleaguered Parisians in the 1870's.

When the United States came into the war, their military authorities at once became keenly interested in the airgraph scheme, and, in due course, a very large system was set up with hundreds of microphotograph machines established at key points all over the world. The name was altered to "V-Mail", which became a potent factor in postal communications in the Armed Forces everywhere.

* * * * *

EARLY MAIL AND MAIL POSSIBILITIES --
FANNING ISLAND TO HAWAII

by Sherman Lee Pompey

The earliest letter between Fanning Island and Honolulu was that of Captain Henry English, the first permanent white settler on Fanning Island and a British subject, who settled there from 1848 to 1857 producing copra and coconut oil, and for whom English Harbour is named.

In 1855, Captain English, upon the arrival of Her Majesty's ship Dido, under Captain W. E. Morshead, arriving October 16, 1855, placed the island under British control. On April 7, 1857, he applied to the British Consul-general in Honolulu for permission to hoist the British ensign.

The first letter from Honolulu to Fanning Island that we have record of was the reply of the British Consul-General in Honolulu, stating that although he would make known the request to the British government, he saw no objection to Captain English doing so, and authorized him to do it.

In July 1857, the brig Emma, under Captain Zenas Bent, left Honolulu by charter for Fanning Island to deliver supplies and pick up coconut oil. She remained there two months, and if there was mail, inbound or outbound, she would have carried it. Since the American Guano Company was working the islands and had crews on each of the major islands, it can be assumed that mail was carried on the guano vessels as well as the coconut oil vessels.

Some of this mail must have gone through Honolulu. In 1859 there were two vessels arriving at Honolulu from Fanning Island, which is still the average number arriving from there in 1985. In 1861 three vessels arrived, in 1862 and 1863, four vessels each year. After this, the guano trade dwindled because of the American Civil War.

On March 10, 1859, Captain Henry English had entered into a partnership with William Greig and George Bicknell, as co-owners of Fanning and Washington Islands. Captain English retired on January 13, 1864, and Messrs. Greig and Bicknell became the sole owners.

The next known letter from Honolulu to Fanning Island was that of the British Consul-general at Honolulu, received September 2, 1864, containing a certificate that they were the lawful owners of Washington and Fanning Islands and that they were authorized to hoist the British flag.

In the Archives of the Western Pacific at Suva, Fiji, there is a diary that was kept on Fanning Island up through 1862, supposedly by Captain English, and it shows that Fanning was quite a busy place in those days.

For example:

The ship Floriday (of New Bedford) arrived Fanning on December 4 and sailed December 7, 1861.

The ship South Boston arrived Fanning on December 14, 1861 from Honolulu.

The schooners Kitty Cartwright and Kalama plied between Fanning and Washington Islands regularly in 1862.

The ship Marilda -
November 21 - December 9, 1861 - arriving Fanning Island, then on to Washington Island and return to Fanning Island.

January 8, 1862 - left Fanning Island for Honolulu.

January 25 - March 18, 1862 - arrived Fanning Island from Honolulu, then on to Washington and return to Fanning Island.

May 14, 1862 - left Fanning Island for Honolulu.

June 4 - September 8, 1862 - arrived Fanning Island from Honolulu, then on to Washington and other islands, and return to Fanning Island.

September 28, 1862 - left Fanning Island for Honolulu.

October 5, 1862 - arrived Fanning Island from Honolulu.

November 19, 1862 - left Fanning Island for Honolulu.

December 18, 1862 - arrived Fanning Island from Honolulu.

The next real date that we have on Fanning Island comes from an oral interview with Maggie (Greig) Takai, granddaughter of William Greig, who was born on the island. She remembers two ships that brought mail in the 1890's, the Viking and the Liza Miller, from Fiji to San Francisco, then Honolulu and Fanning Island.

Since there was so much commerce going on at Fanning Island, and between Fanning and the other islands, it is only logical to assume that some mail was being carried, especially inbound to Honolulu.

With this much activity, there should be extant letters from Fanning Island to Honolulu and from Honolulu to Fanning and the other Line and Phoenix Islands.

It would be interesting to check the various archives in Hawaii, New England, and the Western Pacific, to see if any route markings still exist.

* * * * *

1987

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