

A vessel dismasted off Japan would inevitably be drifted past the shores of Kamtchatka, or following the other branch would reach the neighborhood of the Continent of America.

This has actually happened in repeated instances. Within the ninety years which comprise the history of the N. W. Coast, several disabled Japanese vessels have reached our shores. Two have been wrecked upon the main land, four upon the islands now belonging to the United States, one upon islands immediately adjacent to Lower California, and one at least, if not two, have been boarded at sea but a short distance from our shores, and in every case of which we have record, living men were rescued from the wreck. It is my object simply to collect these incidents and present them in a connected form, giving in each case the original authorities, and such explanation as the case may require.

I shall quote first from Kotzebue's "Voyage of Discovery into the South Sea and Behring's Straits," London, 1821, Vol. 1. On page 324 he speaks of meeting at Honorara (Honolulu), Wouhoo (Oahu), a brig in the royal Hawaiian service, named after Queen Kahumanna. She was built by the French as a privateer and named "La Grande Guimbarde." Having been taken by the English, she was sold to English merchants, who gave her the name "Forester of London." Capt. Piggott brought her out to the "South Sea" and sold her to Tamaahunaah (Kamehameha), King of the Hawaiian Islands. Capt. Alexander Adams, Capt. Piggott's second officer, then entered the King's service and became her commander. On page 352 Kotzebue says, "Capt. Alexander Adams dined with us to-day, whose con-